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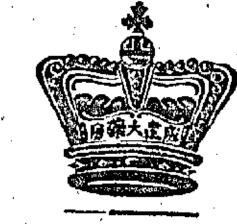
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Secretary. Hongkong, 23rd May, 1904.

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one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that herr the supply is limited. Only supplied for Cash. Telegraphic Address; PRESS. Codes: A.B.C. 5th Ed' P.O. Box, 33. Telephone No. 12

MARRIAGE.

On the 6th June, at St. John's Cathedral, by the Rev. T. T. Johnson, M.A., MABEL DAISY youngest daughter of the late H. L. MATHER, Hongkong, to Robert Robots, Port Glasgow,

HONGKONG OFFICE: 14. DESVŒUX ROAD CI. LONDON OFFICE: 131, FLEET STREET, E.C. HONGKONG, 7TH JUNE, 1904.

THE annual reports of the medical officials in charge of the hospitals of the Colony, published in the current number of the Government Gazette, contain much information of a welcome nature. We note especially the indications that the Government anti-malarial measures have been beneficial to the public health, and we are pleased to note, too, a gratifying success achieved in the treatment of cases of plague. These are the two most conspicuously satisfactory features of the reports. Dr. ATKINSON, the Principal Civil Medical Officer, in his report to the Government on the working of the Medical Department during the year 1903, embodies a return of the cases of malarial fevers admitted during the year into the military hospitals, | ceremony. kindly supplied by Colonel WEBB. This return shows a decrease of 568 in the number of European cases, and of 220 in the Asiatic cases. There can be no doubt that this marked diminution is due, as the extensive training of nullahs and other anti-malarial measures which have been carried on in the neighbourhood of the Barracks by the Military Authorities. At the Government Civil Hospital, too, the diminution in the number of admissions from malarial fevers was maintained, the number for last year being 346 as compared with 349 in 1902, and 787 in 1901. These figures show that the anopholes mosquito does not breed so plentifully in one was fatal.

the island as he did a few years ago. Since 1901 the Government has accomplished much in the way of training nullahs and so ridding the colony of the mosquito-breeding pools which were so abundant before Major Ross proved to the medical world their relation to the provalence of malarial fevers. The returns must encourage the Government to continue their anti-malarial measures. There is much yet to be done in that respect both in the Western and Eastern districts. We may note in this connection an interesting suggestion made by Dr. Bell in his report as superintendent of the Government Civil Hospital. In writing of dysentory, he remarks that it is now practically considered as a symptom of a disease due to many causes, but not much has been done towards elucidating the special factor in each case. Malaria per se is not generally considered to produce this disease, but Dr. Bell is inclined to think it does, and with the increase of microscopical work now done at the hospital, he hopes to be able to add a few facts to those already necumulated

regarding this serious ailment.

With regard to the treatment of plague it appears from the report of The HOURS of BUSINESS of the THOMSON that the use of carbolic acid proved of considerable value, but perhaps, HONGKONG DISPENSARY in its new of greater value still is an improved means of diagnosis, the credit for which belongs to Dr. Bell. By this method the doctors have been able to diagnose a much larger number of very mild cases, and many which would not have been diagnosed as plague in former years were proved to be plague and sent to Kennedy Town. These cases swelled the proportion of cases recovering. The use of carbolic acid was commenced late in the epidemic, and a couple o tables show the mortality before and during the use of carbolic acid. In the first half of the epidemic, i.e. before curbolic acid was used, the mortality rate was 85.6 per cent; in the latter half, under the use of carbolic acid, the rate of mortality was only 36.4 per cent. Perhaps it would be too much to draw from these results the definite conclusion that the improvement is entirely due to the use of carbolic acid, for, as Dr. Thomson remarks, its use was commenced at a stage in the epidemic when there is a greater natural tendency to recovery. the disease being invariably more virulent early in the season. But when all allowances are made, Dr. Thomson admits carbolic acid to be of undoubted value in the treatment of plague when given in such doses as to allow its sufficient concentration in the blood to exert its antiseptic action on able to take are enormous. The treatment begins with an initial dosage of 144 grains in 24 hours—12 grains every two hours. It is mentioned that one European patient consumed over 2,500 grains of carbolic acid before his blood was free from plague bacilli! It is an astonishing fact that in spite of these enormous doses carbolic acid poisoning is practically unknown, and Dr. Thomson, who tried carbolic acid in smaller quantities in 1901 with no very marked result, is now of opinion that carbolic acid in large doses is the most hopeful means of treating plague thus far at the disposal of the medical fraternity in Hongkong. It is not, of course, a specific remedy, and, while reporting favourably on its use, the Doctor urges upon the attention of His Excellency the Governor the desirability of carrying into effect before next epidomic season proposals already sanctioned for the production of a

> The English mail of the 7th May was delivered in London on the 4th inst.

> curative serum for the treatment of plague.

Altogether the medical reports contain

abundant evidence of excellent work on

which the Medical Department is sincerely

to be congratulated.

The Alice Memorial Maternity Hospital in Bonham Road is to be opened to-day. Mrs. May has kindly consented to perform the

The visitors to the City Hall Library and Museum for the week ending the 29th May were: -Library, 227 non-Chinese, 100 Chinese; Museum, 100non-Chinese, 1,714 Chinese.

The Hon. Treasurer of the Alice Memorial Principal Civil Medical Officer says, to the and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospital :- Geo. Murray Bain, \$20.

> Between Saturday and yesterday noon, nine cases of plague were notified. All were Chinese cases, and seven of them were fatal. During the week ended Saturday last 36 cases were notified; in the same period there were 37 deaths from plague. The only other cases of communicable disease reported during the week were five fatal cases of cholera, all Chinese, and three Chinese cases of small-pox, of which moved the adoption of the report, which was

The Sunday Sun, of Manila, says "that the abolition of the chit system will result in Manila being duller than ever; but China will benefit ' by the incursion of Manila ' chitaters.'" We may add that Hongkong has experienced these "benefits," from Manila, as well as other "chitsters" and will be found not too ready to accept further "benefits" of this nature.

The Nanking Vicercy has informed the Shanghai Taotai that he has given no promise to the Consular delegates regarding the imme diate appointment of the Chinese representatives required to complete the constitution of the Whangpu River Conservancy Board. On the contrary, he says he has requested the consideration of an alternative proposal-namely, that China shall forthwith undertake the work with her own resources. This proposal, the Viceroy adds, has been embodied in a memorandum which has been handed to the senior Consul.

At Willis's Rooms, London, last month, large collection of Japanese dwarf plants, in cluding many interesting and rare specimens collected in Japan, were sold at auction. 189 lots produced a total of about £400, the principal prices being as follows:-Maple, grafted with two varieties, red and green -£11 10s.; "Maple palmatum," said to be 300 years old, in a very shallow pan with a depth of about 21in-£16; "Wistaria multijuga," with curiously twisted trunks, with over 120 blooms upon it, 350 years old -£11; "Thuja obtusa," green variety, 350 years old-£16 10s.; and another plant of the same, golden variety—£10 10s.

According to the Depoche Coloniale, extensive irrigation works are about to be started in soveral provinces of the Tonkinese delta in French Indo-China. These works include canals and barrages. In the province of Aunum, near Phuly, a canal is being made in order to drain this region; the quantity of earth to be removed is estimated at 800,000 cubic metres. By the barrage of several estuaries in the province of Phu-Lien. 50,000 hectares will be rendered suitable for the cultivation of rice. Similar results will be obtained in the lower delta by the construction of dykes on the seashore and of sluices, which will accumulate water during the rainy season, and protect the rice-fields from the sea at high tide.

The death is announced of Mr. J. N. Tata who died on the 19th ultimo while on his way to Germany. The Kobe Chronicle says Mr. Tata was one of the pioneers of the import of Indian raw cotton to Japan, in connection with which the Japan-Bombay line of the N.Y.K. was started in 1893. A few years ago the decoration of the Fourth Order of Merit was conferred upon Mr. Tata by the Japanese Government, and he received other tokens of recognition of the important part he took in the development of this branch of the nation's commerce and the opening of direct trade. The Spinning Union of Japan has sent telegram of condolence to Mr. Tata's family. The deceased gentleman was born in 1839, and therefore 65 years of age.

In the review of the year's work by the Com. the bacilli. The doses a plague patient is | mittee of the Church Missionary Society It is mentioned that China was beginning to follow systems of ancient Greece and in Herbert Spencer's philosophy, and were exherted to study Christian books and give up opium; vicerovs were issuing proclamations against footbinding; mandarins were asking for a the Western religion; but they had to learn peared. No arrest has yet been made. that Christianity was more than a superior system of ethic. Bishop Ridley, who Lad lately visited Japan, said he looked to the native churches to evangalize the country, but they needed spiritual impulse and guidance.

> The annual meeting of the Christian Literature Society for China was held at Exeter Hall, London, last month. Dr. James Johnston, late of Shanghai, presided. The report presented by the Rev. J. Cumming Brown stated that the society had lately begun a Chinese weekly journal at Shanghai. During the year new publications had been issued to the extent of 11,500,000 pages, besides reprints to the extent of 25,500,000 pages, and pirated editions of many of the society's books were published in many parts of the Chinese empire. Dr. Richard, of Shanghai, had been approached with a view to a Chinese translation of the "Encyclopædia Britannica," and hundreds of applications for such a translation had been received. Such an enterprise, however, was, with the society's resources, utterly impossible. At the examinations for degrees questions such as the following were common :- "Explain free trade and protection." "How do foreigners regulate the Press, post-office, commerce, railways, banks, bank notes, taxation; and how do they get faithful men?" "Wherein lies the naval supremacy of Great Britain?" The Christian Church should at once show that the blessings of civilization came from Christianity. Already some of our Western books had been translated into Chinese by Japanese writers, who omitted all the Christianity in their contents. This society was peculiarly able to do the work required, if its resources were not so paltry. Sir R. K. Douglas, seconded by the Rev. D. MacGillivray agreed to.

One of the most juvenile Government officials at Hongkong is a little boy in his teens, a clerk at the Harbour Office who has been nicknamed the "Assistant Harbourmaster." At the Marine Court yesterday morning he found himself rather in a quandary when asked to swear British witness in due form.

On the morning of the 1st inst. Police-Inspector Robertson looking over a bridge at Shaukiwan saw the body of a man lying on the stones about twe've feet below. On it being conveyed o the mortuary it was identified as that of Gunner Stokes, of the 83rd Company R.G.A. Deceased had been stationed Lycemoon, and was last seen alive in Hongkong on May 30 about 10 p.m. Dr. Hunter after a post mortem examination certified that death was due to an injury to the spine. It is believed he had an accidental fall.

The s.s. Glerforg which arrived from Singapore yesterday brought up Harmston's Circus from Singapore. The circus is on its way to is 150 men. She was built at the New Ad- human beasts of burden; they are mostly Shanghai, and is expected to perform here on the way back. A large elephant was to be seen | completed a year later. - ED. on board standing on the fore-hatch, nodding pleasantly to all comers. Shortly before embark. ing at Singspore, the elephant's chum, a don key. escaped from the circus and had to be left behind. The police, however, were soon on his track and held him in oustady till the s.s. Lai Sang followed on. This steamer arrived yesterday also, and it is declared that the dankey simply laughed with delight when he met Jumbo after their short parting.

<u>_A GRUESOME "DEAL."</u>

Visitors to the St. Louis Exposition will shortly be able to witness a novel succession of cinematographic pictures portraying the execution of over two hundred prisoners at Canton. A short time ago a Hongkong photographer paid a visit to the Viceroy and came to an arrangement with him whoreby all executions were to be postponed nutil a date towards the end of the present month. A cinematograph was meanwhile on its way hither from the States, and is now in the Colony awaiting transhipment on its grussome orrand. It is stated that \$50,000 will be the price forthcoming for the films from an American syndicate. But no doubt there will be "squeezes" to pay at

SHOOTING CASE ON A STEAMER. There has been a serious shooting case on the s.s. Heathburn, now in harbour. The victim was a Chinese quartermaster who is now at the Government Civil Hospital in a precarious condition. The corporter of the steamer, a Norwegian, is now in custody. The affair, it is alleged, took place in the middle of the night, the Chinaman receiving wounds in the chest and arm. The trouble is stated to have arisen over some Japanese women who are said to have been stowed away on the ship.

ROGUERY IN HONGKONG.

It appears that a Chinaman at Hongkong has been duped by the confidence trick. Li in the steps of Japan. In some provinces | Tong, of No. 76. Pork Stall, Central Market students were being examined in the educational | was given \$230 by his father to pay a bill with. Li went up to the Police Station in great distress and reported a highway robbery, but on being interrogated it transpired that he hadbeen made a fool of. A man came up to him and got into conversation. After walking together Chinese translation of the "Eucyclopædia some distance the stranger showed Li a roll of Britannica," and, meanwhile were purchasing | notes, about \$1,000, saying he had found the the English pedition of that colossal work | bundle in the hold of a steamer. Heasked Li to When Japanese sailors saved their enemies change them, offering to give him one note for from drowning and bound up their wounds his trouble; he was afraid himself. He required they were imitating Europe in what security, however, while his friend was gone, Christianity alone had taught Europe to do and Li foolishly gave him the \$230. On open-Their best leaders knew it, and many believed | ing the bundle of notes, as he thought, Li found that Western civilisation must be crowned by a roll of uscless paper. The trickster had disap-

> CHINESE REFORMERS AT KUALA LUMPUR.

ELOQUENCE LEADS TO STRIKING RESULTS.

A telegram to the Straits Times from Kualı Lumpur says:-There was a crowded meeting of the Literary and Debating Society on Saturday, May 28th, whereat the subject of debate was the proposal advanced, by Mr Loke Chew Thye, to the effect that "the first step in Chinese reform is in cutting off the queue." The proposal, which was valiantly opposed by Mr. Cheah Boon Teat and others, was warmly discussed about a dozen members delivering impassioned speeches. On a ballot being taken, it was found that nineteen members had voted for the removal of the towchang, and eighteen against. Then, amidst a scene of the greatest excitement, certain prominent members of the Chinese community expressed a wish that—in order to demonstrate that they had the courage of their convictions-their towchangs might be then and there cut off by the President of the Society. Dr. Gnoh Lean Tuck. This was done amid tremendous applause.

WEATHER REPORT.

The Hongkong Observatory yesterday issues the following report :-

On the 6th at 11.30 a.m. The barometer has risen throughout China and the Philippines and has fallen in Japan. Gradients are very slight on the China Coast

and light variable winds will be met with in the Formosa Channel. Over the China Sea they are rather more marked and moderate S. to SW. 30 sen per diem. Almost every available native winds will prevail over the region. Forceast: -- Moderate S. to SW. winds, fair,

occasional showers.

WAR

FROM OUR OWN CORRESPONDENT

RUSSIAN GUNBOAT BLOWN

Kobe, 6th June.

Admiral Togo reports that a gunboat, believed to be the Gilyak, was

blown up by a mine at Port Arthur. The Gilyak is a gun-vessel of 963 tons displacement; 200 ft. in length; 37 ft. beam; and 91 ft. draught. Her i.h.p. is 1,000, the engines being capable of driving her through the water at 12 knots. The guns consist of one 4.7-in., five miralty works, St. Petersburg, in 1897, being

[JAPANESE OFFICIAL DISPATCH.]

RUSSIAN GUNBOAT BLOWN UP.

Токуо, 6th June, 12.35 р.ш. Admiral Togo reports that the Fifth destroyer flotilla, while engaged in blockading Port Arthur at 7.40 p.m. on the 4th instant, witnessed a gunboat of the Gilyak type belonging to the enemy blow up and sink at the front of Chengtaushan, probably by striking one of our mines. Another Russian gunboat, some destroyers and steam-launches which appeared to b engaged in clearing mines outside Port Arthur hastily fled inside.

REUTER'S SERVICE.

GENERAL STOESSEL'S REPORT OF THE BATTLE OF NANSHAN.

LONDON, 4th June. General Stoessel's report of the battle of Nanshan, hastily pencilled, was sent junk to Yingkow and from there telegraph.

ed. It says that the Japanese fire, especially from the gunboats and destroyers annihilated the batteries at Kinchau. Before evacuating Nanshan he ordered the guns to be blown up, but his orders were only partially carried out, owing to the necessity for a prompt retreat.

THE DISEMBARKATION OF JAPANESE TROOPS.

A military correspondent of the Times who furnished an account of the disembarkation o the first division of the Japanese army at

Chemulpo, wrote:— Watching the work proceeding from day to day was most interesting: there was no fuss, no shouting, no confusion, and no noisy demonstration of welcome on the part of the Japanese residents on the arrival of the first battalions, though every mun, woman; and child had come particularly noticeable amongst the Japanesedirect their movements, but their work south.

was so quietly performed as to be scarcely noticeable. Each battalion as it arrived was perhaps billeted for a night at Chemulpo, or sent on to

Seoul immediately by train. Seoul itself was the real starting-point or base of this division, and, as the Japanese had decided to occupy the important city of Ping-yang before the Russians could attempt to seize it, each body of men was only kept in Seoul a few days to make final preparations for transport, &c., before being despatched on the road north The organisation of transport for an'army in Corea is a matter of great difficulty, as in any case nothing larger than a native cart can be used, and that only on the Peking main road, which passes through Ping-yang and Wiju, and on the east coast road from Wonsan (Gensan) towards Vladivostok. Once off the road, only coolies and pack animals can be employed. The carts are of two descriptions, about 500lb., drawn by two or three coolies, the other a two-whoeled cart somewhat similar to the truck used in England for transporting timber; it is usually drawn by a native bullock and will take a load of rather over half a ton. These oxen are a feature of Corean life; they are big, brown, thick-set animals, docile, and easily managed; their pace (about three miles an hour) is quicker than that of most oxen, and they will draw a cart or carry a load with equal case. The coming of the Japanese troops has been a golden harvest for the Coreans, or rather for the Coreans of the coolie class, who have been hired in large numbers for at least six times their usual wage -that is, they receive about 2 yen instead

pony has been bought up. The Corean coolie

world; he will carry on his back a load of 150lb. a day's march, and he is known to have carried 400lb, considerable distances—this has to be seen to be believed; as a rule 100lb, is his load, whereas the natives of Africa are never expected to carry more than 60lb. The native pony's load is about 200lb.; he is a sturdy little beast only one size larger than a Shetland.

It may well be imagined, with this the only possible method, what care must be exercised in organizing the transport of even a single division, and yet this has been done in a few days and the whole division has left completely equipped for the field. The coolies (native) are managed on much the same principles as in any other country; each set has a head man or ganger at the head of affairs; he marshals them and is responsible to the Japanese for his gang. He also pays them and feeds them, so that really the Japanese transport officers have only one mun from each gang to deal with. The 5.500 3-in., two 2.6-in, and four 1.8-in., and besides | Japanese coolies brought with the 12th Division these she has a torpedo-tube. Her complement | are for more important work than to be mere ex-soldiers, and might be called labourers rather than coolies. They must not, however, be confused with the army transport corps, of which about 600 are attached to each division.

The 12th Division are recruited from a district in the southern island of Japan, the headquarters being Kikura, near the Straits of Shimonoseki. The division is complete in every detail, and is composed of the following branches of the

military service :-Infantry, 12,000 (four regiments of three battalions each); cavalry, 500 (one regiment); artillery, 900 (one regiment, 36 guns, two field batteries, two mountain batteries); engineers, 700; transport corps, 600; hospital corps, 700; ammunition column, 500; post-office corps, veterinary corps, pontoon corps, and balloon corps, 1,000-16,900 combatants; 5,500 coolies

grand total, 22,400. These men have never yet met a European enemy in the field under modern conditions (the Japanese themselves realize this), so that it is impossible to tell what their fighting qualities and characteristics will be; but, to judge from the opinion formed of them during their disembarkation and their passage through Seoul, they will probably more than deserve the very high estimate already formed of their efficiency. In small details they containly excel. Each company has its own supply of intrenching tools, and each battalion carries its own aminumition on pack ponies. The men look strong and healthy and are bigger than the average Japanese; they have a remarkably bright and intelligent expression, the officers and men are stirred by an all-powerful sense of loyalty to the nation to which they belong. They had no wish to fight, but, now they have entered into the combat, they know what they are fighting for and that they are engaged in a decisive struggle, and will fight with an ardour and verve difficult to suppress. Their behaviour teo, has been excellent, and no word of complaint has been heard against them in

The infantryman's kit weighs about 50lb. including the rifle and bayonet. It is made upof a valise, haversack, ammunition pouches, one pair of boots, blanket, great-coat, water-bottle two days' emergency ration. &c. ; a tooth-brush forms part of the kit of each man. He wears two great-coats, the second one (a blanket coat with fur collar) having been specially issued for the cold weather. This will soon be discarded He carries his kit well, and does not appear over-Imrdened; but its weight is materially reduced when he is likely to have stiff marching. The only down to welcome them. This is a characteristic adverse criticism it is possible to make is with reference to the cavalry and transport horses that, however much they are impressed by a | the poorest judge of horseflesh can at once see military or other spectacle, their feelings are | that they are not good enough to do the work seldom expressed by loud acclamations. It was | expected of them, and they will be, doubtless, a remarkable, too, that no matter how small or serious handicap to the Japanese. They come how large a body of men lauded, every man from Southern Japan, and have none of the seemed to know exactly what to do and where | well-known stamina and qualities of the Monto go, and this was the same whatever work | golian ponies, which are hardy and strong; on was going on. There were, naturally, guides | the other hand, the horses from the north of and officials stationed at the landing-places to | Japan are much superior to those from the

Chemulpo or Seoul.

NAVAL NOTES.

The U.S.S. Helena, cruiser, is in dock at Kowloon.

The U.S.S. Pathfinder, survey-vessel, is alongside at the Kowloon Dock.

The U.S.S. Decatur, one of the five American destroyers now at Hongkong, went for a cruise around the island yesterday. The Decatur and Bainbridge have finished their docking at Kowloon, but the other three have yet to be completed.

H.M.S. Perseus is to be re-commissioned at Bombay for a further term of three years-The refitting will cost £6,000.

The Russian coal contracts for the Baltic fleet have been cancelled. It had been intended to store supplies at the French ports of Bizerta. one a two-wheeled hand cart capable of taking | in the Mediterraneau, and Jibutil, in the Gulf of Aden, and at Saigon, in French Cochin Chiua.

A Service paper writing on the coaling of ships 5ays:-At Port Said the Arabs coal ships with convenient bunkers at an astounding rate. All the work is done by hand, the power consisting of the number of men engaged on the job In China coaling is also by hand, but conducted somewhat differently, for Chinese pass the coal aboard from junks or lighters in baskets, the size of which appear ridiculously small. But the efficiency of this method is really wonderful, as was recently shown in the case of the coaling of the Leviathan, Terrible, and Vengeance at Hongkong. The former ship took on board 2,200 tons in seven working hours, or at the rate of 31428 tons per hour. This is the record at Hongkong, the next best being the Vengeunce with 278 8 tons, and the Terrible with 278 tons per hour. Tacoma has laid claim to the world's record of 3,570 tons of coal in nine and a half running hours, taken on board and trimmed. This was accomplished is certainly the best human weight-carrier in the | with electric appliances,

A COMPARISON WITH CEVION'S PRODUCE.

Of recent years China tea has, on account of keen competition from India and Ceylon, been stendily on the downward grade; but, as the experts are continually arging, the China trade would quickly revive if more advanced methods of cultivation were adopted. A Colombo paper asks, "Why not let in China tea?" writer continues: "What would it profit as to know that we had kept all China done so only by accepting ruinous prices for our own produce? The Ceylon tea enterprise merchant and broker. And if the London to pay, and actually did pay us, far better prices for our teas than they do now, and they might again. Let us look back for a moment at the condition of things ruling only two years ago, when the smallest amount of China tea over known was consumed in the United Kingdom What happened then? Why the average for Ceylon tea fell to the lowest recorded limit in the history of our enterprise. We forced '91 million lbs. of Ceylon tea into consumption and thereby reduced the quantity of China ten taken out of bond to 1 million lbs. it is true, but we only secured an average of 6.86d.-the lowest average ever quoted for Ceylon tea! That was the price we had to pay for the inestimable privilege of ousting China tea nearly out of the market altogether. The price is too expensive. Last year-only two years afterwardsonly 78½ million lbs. of Ceylon toa went into consumption, and the quantity of China tea which did the same rose to 26 million lbs. much to the alarm of some people. But did we suffer? Not a bit of it. The average for Ceylon tea rose to 7:52d., and it was the most prosperous your we have had for a long time. We place the figures side by side for better comparison :-

> Consumption of China & Java - Ceylon Tea. Av. Price. - 6°86d. ... 17 mill. 91 mill. 784 ,,: 7·52d. ... 26

" Let us go back another ten years, to 1891, proportion of China ten used home was even larger. What do we find then? Why, that while Coylon tea was represented by only 51 million lbs. as compared with the 34 million lbs. of China, the average we obtained was as high as 987d. The - figures were :---

Consumption of

China Tea. Ceylon Tea. Av. Price. 1891 ... 34 mill. 51 mill. 9 S7d.

" In fact, we are almost led to assert that the smaller the proportion of Ceylon or Britishgrown ten consumed at home as compared with China tea the higher the price paid for it. This is no paradox, but sound sense, and it can be demonstrated by accurate figures. Why, therefore, should we not let in China tea? Why attempt to force our tea on to a market which must have a certain proportion of the cheapest possible tea, and if it cannot get it, will only give the lowest possible price for ours? The 'world is all before us where to choose' our market, and we should rejoice to see a smaller and smaller quantity of Ceylon tea, finding its way to London. We have had our eggs in one basket far too long, and the sooner this is realised in Ceylon the botter."

IMPORTATION OF INFERIOR TEAS INTO ENGLAND.

Asked by Sir S. King, M.P., whether his attention had recently been called to the fact that the importation into the United States and Australia of low grade, impure, and unwholesome tens had been stopped by legislation; whether he was aware that quantities of toas which had been rejected by the Customs autherities in these countries had been and were being shipped to England, and, together with quantities of similar low quality teas imported direct, were being employed there for mixing with superior tess without incurring the penelties for adulteration under existing laws; and, if so, whether he would consider if, without disadvantage to the revenue, he could introduce similar regulations for the exclusion of such teas from England, the Chancellor of the Fxchequer replied :-Only one case has been brought to my knowledge | separated. of the importation into this country of tea rejected in the United States or Australia. The legislation in the United States to which the hon, member refers requires that imported tea should come up to certain selected standard samples. The terms of the Australian law appear to correspond closely with the law in this country which provides for the seizure or destruction of any ten which is either exhausted or mixed with other substances or unfit for human food, and in pursuance of the Customs regulations over 66,000lb. of tea were condemued in 1903. I do not think that any alteration in the existing system is required.

The Directors' report of the China Mutual Life Insurance Co., Limited, shows that during the year applications for insurance amounting to \$8,477,249 were received, of which \$7,538,188 was accepted, the balance being postponed or declined. The total insurance in force on March 31st was \$15,638,774. The reserve now stands at \$1,110,002.

SUPREME COURT.

Monday, 6th June.

BEFORE HIS HONOUR SIR WILLIAM M GOODMAN (CHIEF JUSTICE) AND CAPTAIN BASIL TAYLOR (MARINE ASSESSOR).

A COLLISION CASE.

The Tak Hing firm sued Lo Chenk and Chan Shau for \$5,000, being damages sustained by the plaintiffs by reason of the negligent navigution by the defendants' launches Cheong I ce and Kwong Loi respectively belonging to them. ten out of the London market, if we had whereby the plaintiff's carge-beat No. 381 was sunk in Hongkong Harbour on 21st October last. Mr. M. W. Slade, barrister-at-law (indoes not exist for the henefit of the London structed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, solicitors) appeared market can only be kept clear of China tea by for the plaintiffs; Hon. H. E. Pollock, K.C. our interests being sacrificed, and by starvation | barrister-at-law (instructed by Mr. O. D. rates again being paid for our tea, then, so far | Thomson, solicitor); for the Kwong Loi; and as we are concerned, the London market must | Mr. E. H. Sharp, K.C., barrister-at-law (inmake up its mind to take China! instead of structed by Mr. F. Paget Hett, solicitor, of Mr. Centen tea. It is not as if we had not once bed G. K. Hall Brutton's office), for the Cheong Lee.

fore seen large quantities of China tea sold on | The plaintiffs, in their statement of claim the London market without any harm being | stated that on 21st October they engaged the done to us. Indeed, it would be a good thing steam launch Kwang Loi to tow a cargo-boat for our enterprise if we could go back to those | laden with flour and general merchandise worth good old times when [Ceylon and India had no | \$10,462 from the Tung Yik pier to the monopoly of the market in London, but were steamship Hupch lying in the harbour. able to seeme a high level of prices. When At 6 p.m. on the evening of the 21st considerable quantities of China tea were still October the Kwong Loi left the pier carryconsumed in Great Britain dealers could afford | ing the cargo-boat in tow. Shortly after her. The collision was partly caused by the was sentenced to four months' hard labour. negligence of those on board the Kwong Loi in not keeping out of the way of the Cheong Lee and partly by the negligence of those on board the Cheony Lee is havigating her at too great a speed, in not charging her course or reversing her engines, or not doing so in sufficient time to avert a collision.

The first defendant, Lo Cheuk, owner of the Cheong Lee, stated in defence that the regulation lights were duly exhibited and burning properly and a good look-out was kept on board the launch. The night was dark but clear. Both wind and tide were setting in a westerly direction. When approaching the central fairway she went half-speed. The Kwong Loi whon about 300 or 400 yards away from the Cheong Lee starboarded, the Kwong Loi's green light coming into view on the Cheong Lee's port bow, and the Kwong Loi proceeded on a course about north by east, crossing the course of the Cheong Lee from port to starboard. The Cheong Lee thereupon blew a long warning blast-on her whistle and continued on her course at half-speed. When the vessels approached near together the Kwong Loi suddenly starboarded and turned across the bow of the Cheeng Lee. Those on board the Cheeng Lee (perceiving that otherwise a collision was inevitable) immediately put her helm hard a-starboard and blew two short blasts on her whistle, and reversed her engines. Nevertheless the starkoard quarter of the cargo-

boat struck the Cheong Lee's starboard bow. -The second defendant, Chan Shan, stated in his defence that neither the Kwong Loi nor the cargo-boat gave any signal indicating lifteen years later that the project was taken their change of course to port, and the into serious consideration. It was abandoned collision was not caused or contributed to by however, on account of the cost, as was also the any improper conduct on the part of those employed by the defendant or by their improper conduct of the plaintiff boat. The Kwong Loi neglected to take proper measures to keep out of the way of the Cheong Lee, and the Kwong Loi improperly turned to port just before the collision. The Kwong Loi attempted to cross ahead of the Cheong Lee, and the Kwong Loi neglected to slacken speed or to stop or to reverse. The Kwong Loi was navigated in a reckless and improper manner and in contravention of rules No. 19, 22, 25 and 29 of the Regulations for preventing Collisions at Sea.

Further evidence was afterwards led.

MARINE COURT, Monday, 6th June.

(BEFORE HON, CAPT. L. BARNES-LAWRENCE R.N. (MARINE MAGISTRATE).

AN UNBULY SEAMAN.

Mr. Alexander Hutton, the captain of the s.s. Trongate, charged Thomas Dadrick, A.B. with disobedience, and with assaulting the 2nd

Defendant pleaded "not guilty."

The complainant deposed that on the 3rd inst. at about 4 p.m. he was sitting in his cabin when the 2nd mate, James France, came in to him with blood running down his cheek, and said he was wanted outside. He found the defendant him to log the defendant for refusing duty, also meant by refusing duty, but received no answer. He then went to get the log-book, and on returning found the defendant and second mate struggling together. The first mate had arrived in the meantime and the men were

After the 1st and 2nd mates had given evidence defendant said that at the time in question he was on deck drawing water when the second mate called him and asked why he was not doing his work properly (painting the ship's side). On replying that he had done the work properly, the second mate ordered him to go over the side on to the stage and have a look at it. He answered "In a minute," whereupon the second mate ordered him to go over the side or he would make him Then the second mate started getting hold or him by the arm and hit him, obliging him to defend himself. He thought the record mate

was drunk. After further evidence, His Worship said the charge of assault would be dismissed because the second mate laid his hand on defendant first. Wilful disobedience, however, being proved he would sentence defendant to four weeks' imprisomment, but should the ship leave before the expiration of the sentence defendant was to be placed on board.

POLICE COURT.

Monday, 6th June.

BEFORE MR. H. H. J. GOMPERTZ. (ACTING POLICE MAGISTRATE.)

A man named Greeney was fined \$2 for being

drunk and incapable.

\$1 compensation for creating a row at Ship Henry Thompson was fined S7 for assaulting

a Chinese member of the Fire Brigade. UNLAWFUL POSSESSION. For unlawful possession of wood, valued \$100.

a Chinaman was sentenced to six months' imprisonment and six hours' stocks. OBSTRUCTIONS IN THE HARBOUR.

Seven sampan-mon, charged with causing obstruction at the Shin On Wharf and elsewhere, were fined various sums ranging from

> BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

A EUROPEAN THIEF. Charles Doyle was charged with stealing clothing from the P. & O. offices. When went up-stairs the Chinese watchman, seeing it was a European, throught it was all right, but on observing the man return with a bundle of she left the wharf, and before she reached the clothing challenged him. The thief ran, but north fairway, the Cheong Lee. coming from 1 was chased by a ricksha-puller. Defendant, who Yaumati, collided with the cargo-boat and sunk I has been before the Court many times before,

> AMMUNITION. A Chinese woman charged with having a large quantity of ammunition without a licence was fined \$25.

District Watchman No. 20 was charged with assaulting Sergt. Fenton at the Canton Wharf He was fixed \$20 or one month's imprisonment.

A man charged with preparing and selling opium was fined \$200 or four months' imprisonment. Besides this there were several minor

HAMBURG LETTER.

FROM OUR OWN CORRESPONDENT.

Hamburg, 3rd May. TRAFFIC ON THE ELBE.

The growing importance of the shipbuilding yards on the Elbe islands opposite Hamburg, the increasing number of industrial establishments there, and above all the new docks of the Hamburg American Line, which were opened by the Kaiser last year, have caused so great an i nerease in the traffic between the town and the islands that the present means of communication no longer suffice. The Senate has therefore presented a bill to the "Burgerschaft" (the lower Chamber of the State) for the construction of a tunnel under the bed of the river Elbe. It is stated in the preamble that as early as 1880, when first the question of handed warehouses on the islands was broached, the necessity of a tunnel was urged by many, but it was not until | extracts relative to foreign trade in my next. proposal of a permanent bridge for the same reason, the elevation above high watermark at which the latter would have had to be constructed in order not to interfere with the shipping making the building of it very expensive. It was decided to meet the difficulty by additional steam ferry boats, but it was found that not only did storms and fogs and the frost in winter cause frequent delays, but that the crowded state of the river when with the rise and fall of the tide great numbers of vessels came up to town or departed, often obstructed the service. This is all the more serious as many thousands of workmen-dock-porters, mechanics, factory in China. hands, &c .- who live on this side of the river but are employed on the other, and to whom delays mean a partial loss of wages, have to cross in the mornings, returning sometimes late at night. More reliable means of communication have therefore become absolutely necessary. and as a permanent bridge seems out of the question and a suspended railway impracticable for reasons it would take too long to explain. nothing remains but a tunnel, for which plans and estimates have been carefully worked out by the borough engineer and his staff. inexpedient to announce the Government's It is proposed to have the terminus on this side on the site of the St. Paul public cattle sheds, a spot readily accessible from all parts of the town and in the immediate neighbourhood of Their fire, however, has not up to the present those inhabited by the workmen it is intended in the fore cabin. The second mate then asked | to benefit; the most convenient situation on the other side would appear to be that now occupied were fired on, but drove off the enemy and got for striking him. He asked defendant what he | by the public baths on the island of Steinwerder, | through. as being within easy distance from the principal wharves and factories. Both termini will be within the precincts of the Free Port, so that special custom-house arrangements will have to be made. As it is considered desirable that the traffic to and from the islands move in separate channels, two parallel tunnels are contemplated at a depth of 6.5 metres (about 22ft.) below the bed of the river and of an inside diameter of 4.8 m. (about 19ft.) This would allow of a road- disappeared. way for vehicles in the middle with footpaths on both sides, the tubes to be lined throughout with glazed tiles. Needless to say that electricity will be chiefly used for light-

> LEGAL COMMERCIAL DECISIONS. Several recent decisions of superior court are of importance to the commercial public. In the first case a firm in Kiel had placed a certain quantity of goods in the hands of a broker for sale: it is not denied that he had done his best

ing purposes and for some of the machinery;

it is intended to work the elevators at

both ends by hydraulic pressure. The time

necessary for the completion of the tunne

is estimated at from two or three years

and the cost at about L400,000. It is hoped

borne by the State à fonds perdu.

to dispose of the parcel and was in a fair way of succeeding, when the holders, meeting with a buyer, disposed of it without his intervention. His claim for brokerage the firm in question has refused to entertain, and the Oberlandesgericht has decided in their favour, holding that by entrusting the sale of the goods to a broker, the defendants had not given up the right to dispose of them themselves and that the plaintiff was therefore not

entitled to a commission.

The second case concerns contracts on cost, A Japanese was fined S5 and ordered to pay freight and insurance terms. A firm here had purchased a quantity of timplate scrap in the United States "c.i.f Antwerp, cash against documents." The shipper had paid the freight on the first parcel forwarded himself, but on account of differences with the ship's agent at the port of destination on the score of weight, primage, the rate of exchange, &c., for which the consigne declined to be liable, he on the next occasion left the freight to be paid on arrival by the buyer, deducting the amount however in the invoice. The buyer thereupon refused to accept the goods on the plea that the term c.i.f. implied delivery of the same carriage prepaid. The court was not of that opinion, stating that whereas the premium on the insurance policy had to be paid at once, in order to render the insurance valid, the shipper was not under the same obligation with the inanifold risks of transport by the advisability of paying freight beforehand might well be questioned. The shipper by deducting the amount of the freight, which he was in a position to compute from the weight of the goods and the rate agreed upon, in the invoice, had fulfilled his part of the contract. It was for the consignee to pay the freight on arrival of the vessel and to settle any | terday with 2,350 tons of coal. differences that might arise with the ship agent, retaining the right however of claiming on the shipper for the amount, if any, in excess of that allowed in the invoice.

In a third case the court ruled that a buyer, of a parcel of goods who on receipt of them had informed the seller that they were not satisfactory in quality, need not expressly state his intention of rejecting them at the time, in order, Bredley & Co. to retain the right to do so.

A BAILING SHIP COMBINE. I mentioned some time a o that at the surgestion of French sailing ship owners a committee had been formed with a view to the conclusion of an international "combine" for the purpose of establishing a minimum rate of freight. It was made a condition, however, that at least 75 per cent. of the sailing tonnage of Great Britain should join, before going any futrher. This having now attained, the "International Sailing Ship Union," representing about two million tons. has been started. The object of the Union is, as already stated, the establishment of minimum rates, and where such cannot be enforced, to lay up vessels, thus curtailing the supply. The mileago premiums allowed by the French Government present a great difficulty in fixing minimum rates, as, thanks to them, French ships can afford to accept lower terms than those of other countries. The Norwegians have already entered the combine; the Italians are reported to be on the point of doing so, and it is hoped that others may soon follow their example.

THE BORSENGESETZ. The Bill for the amendment of the "Borsengesetz" was read a first time in the Reichstag a few days ago and referred to a select committee. Prom the opposition it encountered at the hands of the agrarian and the centre parties during the debate, it is to be feared that such changes as may eventually be made in the law. will fall far short of the wishes of the commercial world.

THE USAGES OF THE PORT. A summary of the usages and customs of the port with regard to produce and merchandise ber of Commerce. I intend giving you a row

MAY DAY SOCIALIST PROCESSION. The May-day procession of the Socialists was greatly favoured by the weather, the rain that had been threatening all the morning holding off until the afternoon. Owing to its being Sunday the attendance was very numerous; both from this city and the neighbouring town of Altona, where the police had forbidden a similar demonstration. It passed off most quietly.

LATE TELEGRAMS.

[VIA CEYLON.]

THE ANTI-YELLOW AGITATION.

London, 17th May. A Times' telegram from Peking attributes the anti-vellow agitation to German intrigues

LIPTONS, LIMITED.

London, 19th May. Liptons, Limited, have declared a dividend for the year of 7 per cent. A sum of £21,000 tons is placed to depreciation account, £15,000 is put to the reserve, and £6,790 carried forward. CONCERNING THIBET.

London, 14th May. The Times thinks that Mr. Brodrick's statement that the Government will not depart from the policy indicated in the telegram of the 6th November last is too positive. The change in the Anglo-Thibeton relations since then might have warned Ministers that it was intentions too precisely.

Calcutta, 18th May. The Thibetans have mounted at Gyantse Jong more jingals and a four-pounder gun. proved very effective.

They have occupied a monastery two miles north-west of the British p.st. The Dak Sorars Calcutta, 19th May.

A telegram from Gyantse, dated May 14th. says:—This morning the Thibetans in the fort mounted, with great ceremony, a small cannon throwing a ball weighing three-and-a-half pounds. There was much shouting, blowing of trumpets and beating of drums. As soon as the first shot was fired, numbers of the enemy iumped on the wall shouting wildly, but when a Maxim was turned on them they quickly A ball struck the hospital wall.

There has been more firing than usual from the fort to-day, and some of it was directed on the working parties strengthening the defences More reinforcements have been observed enter ing the fort. There are some indications that the enemy contemplate cutting our communication in the rear. The parcel post was looted this morning, and four Mounted Infantry carrying letters were fired on by mounted men. A report has been received that the Thibetan

that a small charge for foot passengers and vehicles will suffice to defray the working exarmy is being strengthened. Coptain Ottley, penses and to cover the wear and tear of the vith some Mounted Infantry, reconncitring to plant, whilst the initial outlay will have to be our left, found a monestery very strongly held by the enemy, who had prepared a regular [position on the hillside. Captain Ottley estimates their number at several thousand. His small force of men were under a regular blaze of fire, but were fortunately able to retire without casualties.

KODAKS! KODAKS!! KODAKS!!!

PHOTO GOODS OF EVERY DESCRIPTION. We have an Establishment Solely devoted to

DEVELOPING AND PRINTING

or Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.,

17A, QUEEN'S ROAD CENTRAL (Few Doors East of Hongkong Hotel

SHIPPING NOTES.

Hongkong, 10th March, 1904.

The s.s. Rubi from Manila reports light W.'ly winds and fine weather.

The s.s. Afghanistan from Cardiff, last port Durban, reports strong S.S. winds and high sea from Durban to the Sunda Straits, thence to Hongkong light variable winds and smooth sea. The s.s. Lai Sang from Singapore reports moderate S.W.'ly winds and S.W. swell to respect to the freight; in fact, considering | Paracels, thence onward light variables and

HAVE YOU TRIED The s.s. Changsha from Japan reports light variable breezes and clear till approaching Turnabout, when it became foggy; the weather cleared, however, shortly afterwards.

MISCELLANCOUS. The s.s. Tientein arrived from Karatsu yes-

The s.s. Pitsanulok, from Bangkok, has L800 tons of rice and 200 tons of timber for Messrs.

Butterfield and Swire. The s.s. Johanne arrived from Haiphong vesterday with 1,200 tons of cargo for Messrs

Jobsen & Co. The s.s. Phunen arrived from Hongay vesterday with 2,000 tons of coal for Messrs.

The s.s. Afghanistan arrived from Cardiff yesterday with 4.700 tons of coal. The s.s. Daymar arrived from Tourance vesterday with 800 tons of coal for Chinese.

NEW P. & O. LINER.

The P. & O. Macedonia is now on her maiden voyage to Australia, though she has been once before as far as Bombay. She is a sister boat to the Marmora, Moldavia, and Mongolia, all of which mammoth passenger boats were launched last year. The Macedonia was built at Belfast by Messrs. Harland and Wolff, and is of 10,500 tons burthen. She is 530 feet long, 60 ft, broad, and 37 deep. She has accommodation for 377 first-class and 187 second-class passengers. The ship is most luxuriously. fitted, and the decorations of the saloons, music, and smoking rooms are worthy of remark. WHITE STAR LINE.

Liverpool to Australia the White Star Line have commenced a new service of freight steamers from Liverpool to the Celonies. At the present time they have five of their liners, via., Afric. Medic, Persic. Runic and Sucvice running a regular monthly passenger service. and the new freight service was inaugurated by the steamer Cufic sailing from Liverpool on May 21st, and she is to be followed by the steamer Tropic this month. Both of these vessels are of 8,200 tons, fitted with twin screws, and built by Messrs Harland and Wolff, of Belfast. They were formerly Leyland liners, and have been taken over by the White Star Line. They will go direct from Liverpool, via the Cape of Good Hope, but will not call at any of the South African ports, as is the case with the passenger.

Supplementing their passenger service from

THE MARGINGAINS

Another captured Russian steamer—the Chinese Eastern Railway Company's Manchuria-has been turned by the Japanese into a transport. She will be run by the Osaka Shosen Kaisha. The Manchuria is 2,981 tons, built in 1901, and has been insured in London for £64,000 against marine perils, free of particular average unless caused by the usual exceptions. The war risks are not insured. This makes the fifth Russian steamer which is employed in the Japanese transport service.

THE MERCAPTILE MARINE.

The British Empire possesses an immense preponderance over the rest of the world in potential sea-carrying power. Three elaborate tables have been carefully compiled from Lloyd's Register and official sources, and the figures are eloquent of the Empire's commercial expansiveness. Their net result is to show that whereas in 1894 the potential carrying power of the British mercantile pavy, steam and sail, exceeded that of the rest of the world by 2.556,000 tens, in 1903 the excess was 3.384,000

For the year 1903-4, the half dozen leading nations are estimated to show the following total tomages of merchant steamers of from 12 to 20 knots speed.

Germany 893,707 United States 720,067 France 548,579 Russia 147,976 Spain...... 100,597

These figures are arrived at on the most conservative estimate, and several circumstances which tend to increase the extent of British preponderance have been left out of account. For instance, the sailing vessels of all nationalities have been reckoned of equal value ton for ton, whatever their speed; a material cencession to the foreign side of the argument, OCCUPYING THE SPACE OF A seeing that British sailers are notoriously faster than non-British ones. Then, in computing the United States total tonnege, it has been necessary to include a large amount which is not adapted for soa-carrying, but only for coasting and treffic -- a class of vessel that is practically non-existent in the British mercantile navy.

THE BRITISH SAILOR.

. Re the decline of the British sailor, the following amusing story is related by the Liverpool Daily Post :- The skipper of the tramp steamer Bumping Billy was engaging a new crew. "What's your name?" he said to the foremost applicant. "Giuse Grinolieri," replied the man. "Eyetalian?" "Yees, sair." "Very good; step on one side. And yours?" he went on to the next A. B. "Ivan Ikankoff." "Russian ?" "Polish, sare." "Right; step alongside o' Yewseppy. Next man?" "Wilhelm Zwillangazl." "German?" "Ja." "Very good; over you go. Next?" "Manoel Oliveira, I Portuguese seaman, senor." "Step over then, Manniwel. Next?" "John Thompson, sir." "What?" "John Thompson, sir." "What

in th-thunder-what-the-what nationality?' screamed the horrified shipmaster. "English, sir," replied the man. For a full half-minute the unhappy skipper stood speechless, his countenance turning from purple to orange, and from orange to grey; and then, with a gargling gasp of " English, by Gum!" tottered, staggered, and fell prone upon the ground.

TRADE

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"YEBISU"

TELEPHONE No. 135.

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE PLEASING POPULAR PALATABLE PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

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THE

ROBINSON IANO Co. LD.

INVITE INSPECTION OF SOME

SPECIALLY FINE

UPRIGHT PIANOS

SAMPLES

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GRANDS

BY WINKELMANN

(ESTAB 1837)

THEY ARE ONLY 5 FEET LONG. COTTAGE, BUT WITH THE FINE

APPEARANCE AND TONE OF A

FULL GRAND.

Hongkong, 23rd May, 1904. DR. NEWELL WILSON. DE. WILLIAM DANEL

DENTISTS.

Latest American Methods.

- Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL (First Floor Watkin's Building).

Hongkong, 18th February, 1904.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address : PRESS. Codes: A.B.C., 5th Ed.

P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS HAMBURG-AMERIKA LINIE.

FOR SHANGHAL (Taking Cargo at through rates to TSINGTAU).

THE Steamship "LYEEMOON. Captain Th. Lehmann, will be despatched for

the above port on THURSDAY, the 9th inst., at 3 P.M. This Steamer has superior accommodation for

First and Second class passengers. For Freight or Passage, apply to SIEMSSEN & CO.,

Agents. Hougkong, 6th June, 1904. THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN. ITHE Danish Steamer

"PRINSESSE MARIE," Captain Berentzen, will leave for the above ports on WEDNESDAY, the 6th July. For Freight or Passage, apply to MELCHERS & CO.,

Agonts. Hongkong, 7th June, 1904, JAVA-CHINA JAPAN LIJN.

FROM YOKOHAMA, KOBE AND MOJI. HE J. C. J. Lijn Steamship

'TJILATJAP,' Captain Koops, having arrived from the above ports, Consignees of Cargo are hereby informed, that their Goods are being and proper bond. landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown

Company, Limited, at Kowloon. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject

to rent. All Claims for damage must be sent in before the 10th inst., or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

undersigned. The steamer will be despatched, for Batavia, Samarang, Soerabaia and Macassar on Wednesday, 8th inst.

Head Agency of the JAVA CHINA JAPAN LIJN. Alexandra Buildings. Hongkong, 6th June, 1904.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS. FROM ANTWERP, MIDDLESBRO'. LONDON AND STRAITS. THE Steamship

"GLENFARG," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited at Kowloon, where mark, and delivery can be obtained at moon as

the Goods are huded. Goods not cleared by the 13th inst., will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW. Hongkong, 6th June, 1904.

GOVERNMENT BILLS.

VELENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on the 8th June.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which . each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the CHIEF PAYMASTER Army Pay Department, and endorsed "TEN-DERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved. Copies of Forms of Tender can be had on application.

GEO. H. FERRIER, Colonel, A.P.D. H.M. Treasury Chest Officer.

His Majesty's Treasury Office. Fleicher Street. Hongkong, 31st May, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LD.

PPLICATION has been made to the A General Managers of this Company to issue to RUSSO-CHINESE BANK of Hongkong duplicate cortificates of 200 shares in the above Company or other certificates in lieu thereof upon the Statement that the original certificates, viz.

No. 69 for 25 shares No. 379 ,, 50 ,, No. 380 ,, 50 ,, No. 550 . 25 ., No. 873 , 50 ,

have been lost or stolen. It is not known if such cortificates were issued by the office of the Company in the Colony of Hongkong or by the office in London, and consequently the numbers of the pany held on the 31st of May, 1904, will be shares cannot be given.

Notice is hereby given that if within 30 days from the date hereof no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for a creation of Thirty Thousand New Shares of | 66 H EIGHTOR," the PEAK.

JARDINE, MATHESON & CO., General Managers. Hongkong, 1st June, 1904.

INTIMATIONS THEATRE ROYAL.

Under the Direction of Miss FANNY STANLEY

FOR A FEW NIGHTS ONLY.

FANNY STANLEY'S COMIC OPERA & DRAMATIC COMPANY.

25 ARTISTES. 25 ARTISTES. GRAND OPENING NIGHT-TO-MORROW (WEDNESDAY), June 8th, The Delightful Comic Opera in 3 Acts, "DOROTHY."

THURSDAY, JUNE 9th : The Great Adelphi Nautical Drama in 5 Acts, "HARBOUR LIGHTS." FRIDAY, JUNE 10th:

Comic Opera. "THE NAUTCH GIRL! SATURDAY, JUNE 11th: Emotional Drama in 5 Acts, "EAST LYNNE!

Miss FANNY STANLEY in her Grand Impersonation as Lady Isable and Madame Vine.

MONDAY, JUNE 13:b: Comic Opera. "LA MASCOTTE." TUESDAY, JUNE 14th;

Comic Opers, "MIKADO." in its Entirety. All New Scenery and Costumes. Prices 3, 2 & 1 Dollars.

Plan Now Open at ROBINSON PIANO COMPANY. Doors Open 8.30. Overture 9 P.M.

Late trams will run after each performance, also Launch for Kowloon. Representative, T. Hongkong, 4th June, 1904, WANTED.

MARTNER for an Old Established Civil and Mining Engineer, Architect and Surveyor business in Manila, P.I. FNGINEER, Apply—

Care of Daily Press Office. Hongkong, 1st June, 1904. WANTED.

VACANCY in a Large Company is open to a man who can give good references VACANCY,

Care of Daily Press Office. Hongkong, Ist June, 1904. WANTED.

IDY an English Speaking Chinese Gentleman, D a Situation as PRIVATE SECRETARY and INTERPRETER to English or American Tourists travelling in China or elsewhere. Modorate salary. Best references.

. Apply to-Care of Daily Press Office. Hongkong, 16th May, 1904. SITUATION WANTED.

DY a LADY, Conversant with SHORT D HAND and I YPEWRITING a Position in an Office. Previous Experience. Letters to—

Care of Daily Press Office. Hongkong, 6th June, 1904.

WANTED. Y a Gentleman, LESSONS in GERMAN. one hour a day, 7 to 8 A.M. State terms. Apply to—

Care of Daily Press Office. Hongkong, 3rd June, 1904. ESTABLISHED 1820.

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STANDARD INDIAN BILLIARD TABLE

A reputation of over EIGHTY YEARS maintained against all competition, and the Standard Billiard Table stands to-day

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PUBLIC COMPANIES

THE CHINA LIGHT & POWER

COMPANY, LIMITED.

THE THIRD O DINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Vœux Read, Victoria, on THURSDAY, 9th JUNE, 1904, at 11.30 A.M., for the purpose of receiving Statement of Account, and the Report of the General Managers for the year ending 29th February, 1904, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLUSED from MONDAY, 6th, to THURSDAY, 9th JUNE, both days inclusive. SHEWAN, TOMES & CO.,

General Managers. Hongkong, 30th May, 1904. 1377

A. S. WATSON & CO., LIMITED.

NATOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL

MEETING of the Company will be held at the OFFIC+S of the COMPANY in ALEXAN-DRA BUILDINGS, on WEDNESDAY, the 15th of JUNE, 1904, at 11 A.M., when the subjoined resolution which was passed at an Extraordinary General Meeting of the Comsubmitted for confirmation as a Special Resolu-

RESOLUTION. That the Capital of the Company be increased to Nine Hundred Thousand Dollars by the Ten Dollars each.

By Order, A. H. MANCELL, Secretary. Hongkong, 31st May, 1904.

NOTICES OF FIRMS NOTICE.

MR. E. DURLACH is Authorised to Sign our Firm per procuration in Heihow and Pakhoi from this date.

A. SCHOMBURG & CO. Hoihow and Pakhoi, 1st June, 1904. NOTICE.

NOTICE IS HEREBY GIVEN that CHING SING WOON and CHUN ON, COMPRADORE and ASSISTANT COMPRADORE respectively to the und rsigned, will CEASE to be EMPLOYED by our Firm on 1st August, 1904. No payment of moneys due to our Firm should be made to the said CHING SING WOON and CHUN ON after the date of this notice.

All persons having any debts, claims or demands against the undersigned are requested to send in particulars thereof in writing before 15th June 1904.

HAJEE ADAM ESMAIL & CO. Hongkong, 1st June, 1904. JAVA-CHINA-JAPAN LIJN.

THE HOLLAND-CHINA TRADING 1. COMPANY have CEASED from today to act as my AGENTS, and the Agency will henceforth remain in my own hands.

HEAD AGENT, JAVA-CHINA-JAPAN LIJN, Alexandra Buildings. Hongkong, 2nd June, 1904. NOTICE.

THE Business of GENERAL STORE. KEEPER carried on by me at No. 6 Queen's Road Central, has been sold to Messrs. A. CHAZALON & CO., who will carry on the same under their own name from date. G. GIRAULT.

Hongkong, 1st June, 1904.

MUKUZO SANO having from the 1st June, 1904, purchased the business of M. MUMEYA," Photograph Gallery, 2nd Floor, 8a, Queen's Road Central, All Debts due to and by M. MUMEYA up to the 1st June, 1904, will be received and paid by M. MUMEYA, and the business will be continued by FUKUZO SANO under the same style of

·M. MUMEYA," FUKUZO SANO. Hongkong, 4th June, 1904.

NOTICE TO SHIPPERS.

FITHE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans Pacific Service and until further notice/ to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVER. LAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP nd TOWBOAT CO.'S, OCEAN S.S. CO. and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road. A. S. MIHARA.

Hongkong, 20th May, 1904. COLD STORAGE.

FETHE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Co., Storage available at East Point. Stores wilf. be Open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goodes TIM. TARLATTO, MEMBger.

Hongkong, 18th November, 1901.

TO LET TO LET.

ND and 3nd FLOORS, No. 35, Queen's A ROAD CENTRAL; suitable for Office. Apply to-WING CHEONG,

35, Queen's Road Central. Hongkong, 3rd November, 1903. TO LET.

I ST and 2ND FLOORS, No. 36, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to-THE YEE WO. Nos. 49 & 51, Queen's Road Central.

Hongkong, 23rd May, 1904. TO LET. MURNISHED HOUSE, in Seymour Terrace.

OFFICES, CENTRAL POSITION. And others to suit various requirements. S. A. SETH. Land and Estate Broker. The Dairy Farm Co., Ld.

Hongkong, 4th June, 1904. TO LET. TARGE AIRY ROOMS, suitable for

Offices, in Des Vœux Road Central. Two Rooms from 1st May, 1904, and One Room (from 1st June, 1904. For Terms, apply to-A. G. I. S.

Care of Daily Press Office. Hongkong, 28th April, 1904. HONGKONG CLUB.

TO LET. SUITE of TWO ROOMS, on the Ground Floor of the Annex, snitable for Offices. For particulars apply to the undersigned.

C. H. GRACE, Secretary. Hongkong, 4th June, 1904. TO LET,

FIRST-CLASS European Style, in Kowleon.

Possession on or about 31st August, 1905 Moderate Rentals.

Apply to-HUMPHREYS' ESTATE FINANCE CO., LD.

Hongkong, 29th March, 1904. TO LET. Immediate Possession—for 18 months.

Hongkong, 27th April, 1904.

Aprly to-

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TO LET. TO. 1. RIPON TERRACE (in FLATS).

No. 4, RIPON TERRACE. No. 17, WONG-NEI-CHONG ROAD PAID-UP CAPITAL , 2,500,000 facing Raco-course. FLATS in MORETON TERRACE, facing the

Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIEC). GODOWNS; PRAYA EAST. "ROSENEATH," KOWLOON,

No. 3, CLIFTON GARDENS, Conduit THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 21st May, 1904.

FITHE premises known as Alexandra House No. 34, QUEEN'S ROAD CENTRAL, 2ND FLOOR, suitable for Private Hotel or Offices. Also Large and Spacious Offices on the 1st Floor of same address -

TO LET.

YEE SANG FAT. apposite to Post Office. Hongkong, 4th June, 1904.

TO LET. TATAVERLEY HOTEL, No. 8, ICE HOUSE STREET.

The EYRIE (PEAR).

No. 3, CAMERON VILLAS (PEAK). ALEXANDRA BUILDINGS, Rooms SAN FRANCISCO, WASHINGTON, MEXICO, on the Top Floor. BELILIOS TERRACE, Nos. 10, 13 & 21. WESTWARD HO, Top Floor only. QUEEN'S ROAD CENTRAL, TWO ROOMS, over Achee & Co. No. 3, SEYMOUR TERRACE (Furnished).

Apply to— LINSTEAD & DAVIS. Hongkong, 6th June, 1904.

TO LET. ODOWN, No. 32s, PRAYA EAST. Nos. 15, 17 & 19, SEYMOUR ROAD.

Nos. 74, CAINE ROAD. Apply to-COMPRADORE DEPARTMENT Nippon Yusen Kaisha.

Hongkong, 5th March, 1904. TO LET. NE SPACIOUS NEW GODOWN. very suitable for Dry Goods.

Apply to-W. LYSAUGHT. 153, Wanchai Road. Hongkong, 3rd December, 1903. TO LET

ORD FLOOR, suitable for Office.

Apply to-WING CHEONG. 35, Queen's Road Central. Hongkong, 3rd June, 1904.

TO LET. TAIRST-CLASS FURNISHED ROOMS. with or without Board, close to Post Office and Banks. N. N. 98,

App'y to-Caro of Daily Press Office. Hongkong, 10th May, 1904.

NO IL KNUTSFORD TERRACE. Apply to— THE HONGKONG LAND INVEST-MENT AND AGENCY CO., LD.

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INURNISHED QUARTERS in Wyndham Street, for a quiet bachelor. \$50, Apply to-

Care of Daily Press Office. Hongkong, 31st May, 1904. TO LET.

FURNISHED OR UNFURNISHED 66 MHELTONDALE," Mount Gough, from 1st June next. Very suitable for 3 or Bachelors. Apply to-

T. C. GRAY. Hongkong, 26th May, 1904. TO LET.

MOMFORTABLY FURNISHED ROOM. with use of BATHROOM. Lower level. in cool and healthy locality. Apply-Care of Daily Press Office. Hongkong, 28th May, 1904.

TO. 1, STEWART TERRACE, the Peak. Apply to-HE HONGKONG LAND INVEST MENT AND AGENCY CO., LD. Hongkong, 28th March, 1904.

TO LET.

TO LET (Immediate Possession). NTO. 11, GAGE STREET, Eight Rooms and Godown. Apply to-

C. F. DE CARVALHO, Care of Hongkong Bank. Hongkong, 4th May, 1904. BOARD AND RESIDENCE "TANG YUEN."

BOARDING ESTABLISHMENT. European Supervision. Excellent Cuisin and Accommodation. MANAGERESS, Macdonnell Road

FAIRALL & CO., Queen's Road Hongkong, 2nd March, 1903. BOARD AND RESIDENCE.

RS. GILLANDERS, "GLENWOOD, 27, CAINE BOAD.

Hongkong, 19th March, 1904.

BOARD AND RESIDENCE. COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER.

2. Pedder's Hill. Hongkong, 23rd May, 1903. Hongkong, 1st January, 1892.

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20, DES VŒUX ROAD CENTRAL.

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ORGANISED UNDER IMPERIAL DECREE OF

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Anstalt für Handel Gewerbe.

BERLIN-Mendellschn & Co.

Local Bills discounted.

the world bought and sold.

Hongkong, 14th July, 1903.

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Nicolajeffsk

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PARIS-Comptoir National d'Escompte de

VIENNA-K. K. Priv. Oesterr. Credit

Special facilities for Russian exchange.

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VICTORIA HOTEL BUILDINGS,

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EVAN ORMISTON,

Manager.

PAID-UP

Reserve Fund......

On Fixed Deposits for 12 months 4 per cen.

T. P. COUHRANE,

Manager.

RESERVE LIABILITY OF SHARE-

Hongkong, 19th May, 1984.

Ice House Street.

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Bodnibo

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Moukden Tientsin

Samarkand

Shanghai

Stretensk

Tachkent

Tsitsikar

Yokohama

Zeiskaia Pristan

Verniy

Tielin

Hongkong, 15th December 1903

CHARLES R. SCOTT,

Manager.

NATIONAL PROVINCIAL BANK OF ENGLAND

S. SHIGENAGA. Manager:

annum on the daily balance.

Hongkong, 2nd February, 1903.

FRIHE BANK OF TAIWAN (FORMOSA,) (INCORPORATED BY SPECIAL IMPERIAL AUTHORISED CAPITALYon 5,000,006

> . Calcutta Berlin ' Tsingtau (Kiautachou) Tientsin LONDON BANKERS

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INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. H. FIGGE,

Manager. Hongkong, 4th October, 1902. TMPERIAL BANK OF CHINA

12TH NOVEMBER, 1896. SUBSCRIBED CAPITAL. Shanghai Tls. 5,000,000

PAID-UP CAPITAL ... "

BRANCHES AND AGENCIES. Peking Canton Chefoo

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> Peking LONDON BANKERS. PARE'S BANK, LIMITED.

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KwantchendzeThougoutchak TARO HODSUMI Manager. Hongkong, 11th March, 1904 THE NATIONAL BANK OF CHINA Verchneouding k LIMITED. Vladivostock

> PAID-UP CAPITAL 2 324,374 HEAD OFFICE-Hongkong. BOARD OF DIRECTORS.

CHAN KIT SHAN, Esq. J. FOCKE, Esq. CREASY EWENS, Esq. G. C. Moxon, Esq. Chief Manager, GEO. W. F. PLAYFAIR,

AMSTERDAM-Lippmann, Rosenthal & Co. Hongkong, 4th February, 1904, HONGKONG SAVINGS BANK. FINE Business of the above Bank is condic-Foreign exchang on the principal cities of ted by the HONGKONG AND SHANG-

may be obtained on application. INTEREST on deposits is allowed at 34 PER CENT. per annum. Depositors may transfer at their option TEMPORARY OFFICES WHILE NEW OFFICES balances of \$100 or more to the Hongkong Alip IN PRINCES' BUILDINGS ARE BUING BUILT), SHANGHAJ BANK to be placed or FIXED DEPOSIT at 4 PER CENT. per annua. For the Hongkong and Shanghai

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> RESERVE LIABILITY OF PROP'TOES. \$10,000,000 COURT OF DIRECTORS. A. J. RAYMOND, Esq.—Chairman. H. E. TOMKINS, Esq.—Deputy Chairman.

Hon. W. J. Gresson, H. W. Slade, Esq. A. Haupt, Esq. H. Schubart, Esq. C. A. Tomes, Esq. E. S. Whealler, Esq. E. Shellim, Esq. CHIEF MANAGER:

> MANAGER: Shanghai-H. M. BEVIS.

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For 12 months, 4 per cent. per Annum. J. R. M. SMITH, Chief Manager. Hongkong, 18th May, 1904.

PAID-UP CAPITAL.....Sh. Taels 5,000,000

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AUTHORIZED CAPITAL.....£1,000,000

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BANKING CORPORATION. J. R. M. SMITH, Coief Manager. Hongkong, 1st May, 1992.

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Hongkong-J. R. M. SMITH

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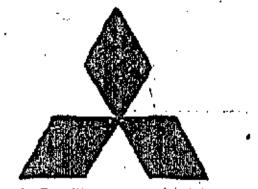
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A Quantity of OLD ENGRAVINGS. TERMS:—As usual. HUGHES & HOUGH,

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THE SIBERIAN RAILWAY.

tion, Prince Khilkoff, last month handed in to on foot in marching order or, in cases of bad | the Emperor an instructive report on the condi- | weather or of excessive fatigue on the part of tion of the Siberian Railway. According to the soldiers, in sledges. A halt was made at the present arrangement, the line from the half-way station, where warm food of good Cheliabinsk to Irkutsk will permit of the quality was provided. Prince Khilkoff asserts passage of ten pairs of trains, of which two pairs | that during the whole of his stay on Lake Baikal will be passenger trains and the remainder goods | no serious cases of frost-bite occurred among trains of verious kinds. Since February 14th the soldiers. 200 locomotives and over 2,000 coaches have I The most interesting section of the report is been sent over the line from European Russia that relating to the construction of a line of for the purpose of increasing the rolling stock | rail across the lab. | Prince Khilkoff and his beyond Lake Baikal. The line has, moreover, assistants had to contend against peculiar had to carry loads of building material for the difficulties. Owing, as it seems, to volcanic Circum-Baikal line, as well as provisions for disturbances in the bed of the lake, fissures and the inhabitants of the villages along the route, | hummocks were constantly forming on the ice, which in consequence of the sudden cossition and the problem was so to construct the railway of ordinary commercial traffic had been that it should not be liable to be torn up at any deprived of many of the first necessities of life. moment by the sudden formation of a fissure. The number of sidings is being increased, and The method adopted was to lay a number of it is expected that by the beginning of the planks crosswise over the places where fissures summer the transit capacity of the line will be were likely to occur and upon the pile to place raised to 11 pairs of trains.

nected with the supply of water and fuel are After the railway had been laid and the work of considerable. The rivers in the neighbourhood drawing wagons across had been begun another freeze in winter almost to the bottom, and serious hindrance was discovered in the fact that though experiments in boring artesian wells the fissures, which had hitherto formed without have in some cases, as at Chuti, proved success- exception in a direction transverse to the line, ful, it is generally only possible to secure water now began to run parallel to the rails. By this by boring to a very great depth. Up to the sudden change in the direction of the fissures the present the line has been able to carry, from line was endangered for a distance of 20 versts Tankhoi to the Chinese border, six pairs of so that it became necessary to remove a contrains. During Prince Khilkoff's stay at Lake | siderable section to a safe distance. On March Baikal he was able, by taking measures for the 19, when the security of the line was finally construction of 11 fresh sidings and for the provision of a regular supply of fuel, to secure that the number of pairs of trains on the line shall be increased to nine, of which six pairs four days. Up till the time of Prince Khilkoff's are to be military trains, one pair mail and departure from the lake 2,013 goods vans and passenger trains, and two pairs trains for the transport of building material and fuel as well as of articles of primary necessity for the inhabitants of the Trans-Baikel region.

barracks were erected at intervals of six versis, each structure containing a restaurant. Lanterns were placed at intervals of a verst, and men were posted at various points on the lake to construct temporary bridges and hoist signals in case of the sudden appearance of a fissure in the ice. The railway authorities had the loyalty and energy of his assistants. at their disposal 3,000 horses, and private sleigh drivers were allowed to ply on the lake provided they adhered to a fixed tariff. The total number known best and most economical steam Coal in of passengers thus transported across the lake from January 25 until March 12 was 16.076, of whom 9,045 travelled in an easterly and 7,031 in a westerly direction. The amount of goods carried during the same time was 2,309 wagon loads from Baikal Station to Tankhoi and 313 wagon loads in the opposite direction, weighing in all about 1.500,000 poods (24,000 tons).

Prince Khilkoff describes in detail the method of transporting troops across the ice. Immediately upon the arrival of a body of troops at Baikal Station inquiry is made among the soldiers as to those who may be in particular need of warm clothing, and distribution is made from the stores supplied by the Empress and the Empress-Dowager, by the Red Cross Society, and by private persons. In many instances officers have arrived at the station so poorly supplied with warm clothing that they have been glad to avail themselves of the fur clocks provided. All the soldiers of the reserve have been furnished with winter outfits, but it was

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No. 1, QUEEN'S ROAD EAST. All descriptions of Granitefor Export. Hongkong, 17th October, 1899 SIEN TING.

SURGEON DENTIST.

Concaltation Free. Hongkong, 21st March, 1903.

found necessary to take strict measures to prevent their selling or exchanging their clothes The Russian Minister of Ways of Communica- for brandy. The soldiers crossed the ice either

the sleepers and rails. In this way the possi-On the Trans-Baikal line the difficulties con- bility of a violent wrench was prevented. established, the work of transporting locomotives for the line beyond Lake Baikal wasbegun, and 65 locomotives were taken over in trucks, 65 locomotives, and 25 passenger coaches crossed from the western to the eastern shore of the lake.

The concluding section of the report draws The transport across Like Builtal was effect- lattention to the difficulty caused by the sudden ed during the winter by means of the ice- manifestation on the part of the lab urers of a breaker and a horse route. The ics-breaker disposition to abandon work "in consequence of began work on January 17, the horse transport | heavy strains and the severe conditions of the two days earlier. Along the horse route work generally." The difficulty was met by securing, with the permission of the Minister of War, the services of soldiers of the Irkutsk garrison, the ardour and courage of whom inspirited the disheartened workmen. Prince Khilkoff concludes his report of a novel experiment by expressing his warm appreciation of



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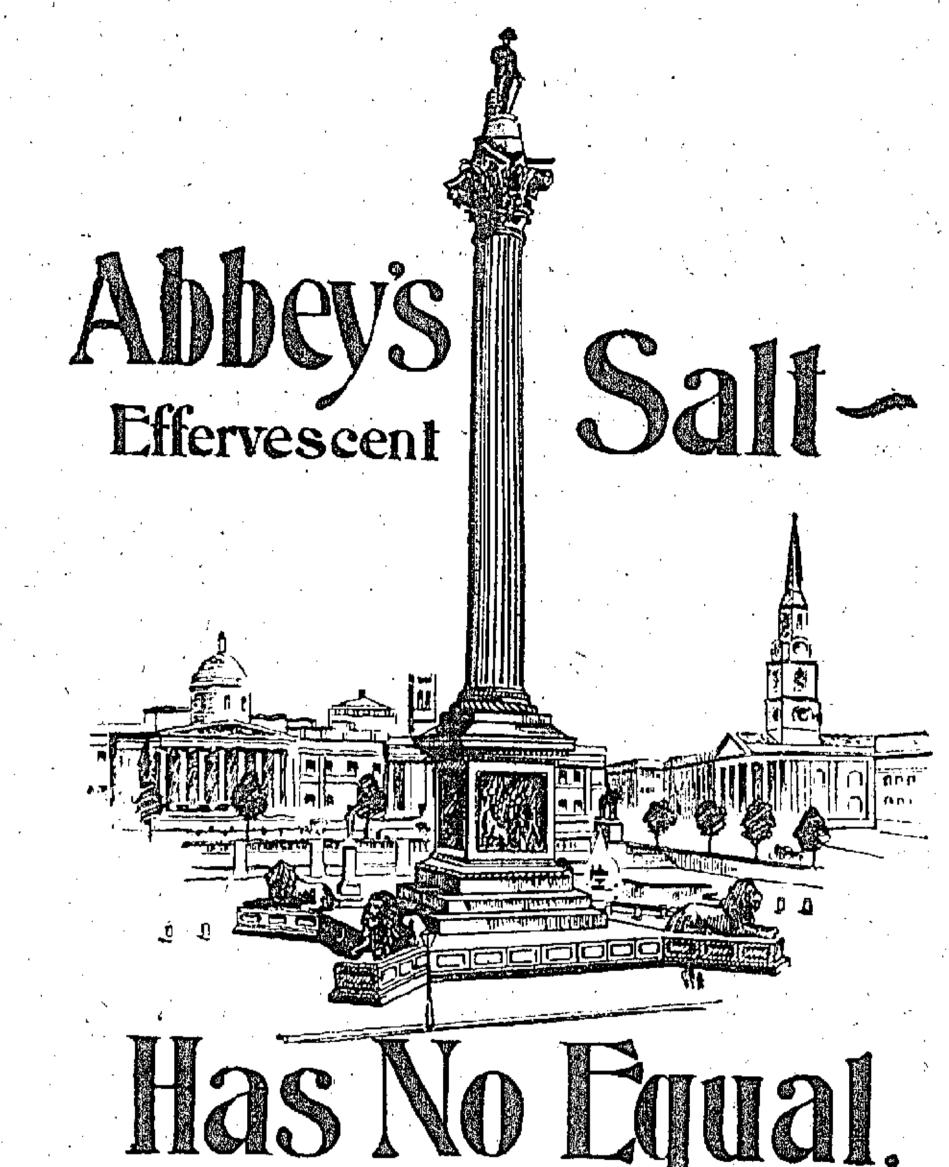
MAP OF THE SIKIANG or WEST RIVER From Hongkone to Wuchowfu, Showing the Ports and Calling Places Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents. Cash.

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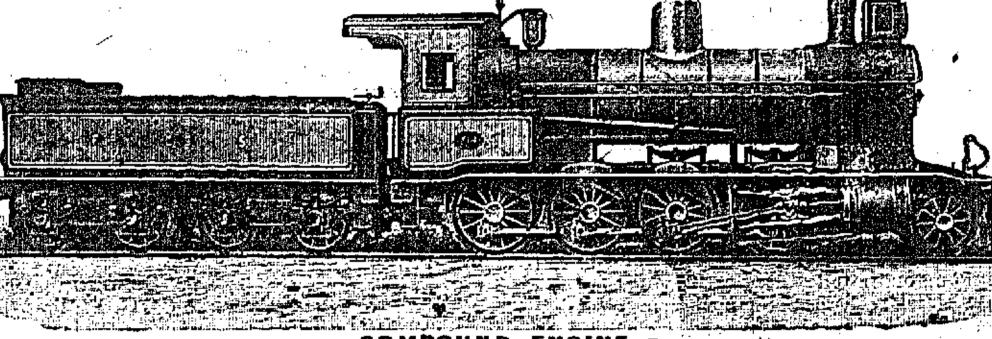
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	DESTINATION	vessel's names	FLAG	CAPTAIN	FOR FREIGHT APPLY T	ro de despatcub
LON	NDON & ANTWERP	Deucalion	Brit. str.		Butterfield & Swire	To-day.
	NDON & Antwerp, via Singapore, &c.	· ,	(P. & O. S. N. Co	About 8th inst.
	NDON, &c., VIA PORTS OF CALL	COROMANDEL			P. & O. S. N. Co	18th inst., at Noon
	NDON & ANTWERP	AGAMEMNON		- 1	BUTTERFIELD & SWIRE	21st inst.
	NDON & ANTWERP	YANGTSZE			BUTTERFIELD & SWIRE	5th July.
-	NDON & ANTWERP.	Kintuck			BUTTERFIELD & SWIRE	19th July.
	NDON & ANTWERP	I I	1		BUTTERFIELD & SWIRE	2nd Aug.
	RSEILLES, LONDON & ANTWERP		Brit. str.	Webster	Gibb, Livingston & Co	About 11th inst.
	RSEILLES, &c., VIA PORTS OF CAZI	AUSTRALIEN	Fren.str.	Verron	MESSAGERIES MARITIMES	14th inst., at I P.1
	RSEILLES, HAVRE& COPENHAGEN	P. MARIE	Dan. str.	Berentzen	MELCHERS & Co	6th July.
	EMEN, VIA PORTS OF CALL	SACHSEN		R. Pesch	· · · · · · · · · · · · · · · · · · ·	9th inst., D'light.
HA'	VRE, BREMEN & HAMBURG	SEGOVIA	Ger. str.			
HA.	MBURG Direct	BATAVIA	Ger. gir.		Hambord-Amerika Liniu	
HA	VRE & HAMBURG	NURNBERG	Gor. str.		Hamburg-Amerika Linie	
HA	VRE & HAMBURG	C. FERD LARISZ	Ger. str.	Sachs	Hamburg-Amerika Linie	
	VRE & HAMBURG		Gor. str.		Hamburg-Amerika Innu	· ·
	IESTE, &c., via SINGAPORE, &c		Aus, str.	Cobol	SANDER, WIELER & Co	
\mathbf{GE}	NOA, MARSEILLES & LIVERPOOL	TEENKAI	l		,	1 2
GE	NOA, MARSEILLES & LIVERPOOI	· I		•	BUTTERFIELD & SWIRE	
NE	W YORK, VIA PORTS & SUEZ CANAL	SATSUMA			DODWELL & Con LD	
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VΑ	NCOUVER, VIA SHANGHAI, &c.,				CANADIAN PACIFIC R. Co.	
VI(CTORIA (B.C.) & Seattle via N'eari, &c					
VI(STORIA (B.C.) & Tacoma via Japan	· I		T. W. Garlick	Dodweil & Co., Limitei	
₽Q;	RTLAND, OREGON	ARAGONIA		Schuldt	PORTLAND & ASIATIC CO	14th inst.
AU	STRALIAN PORTS	CHANGSHA		·		To-day.
YO.	KOHAMA, via Shanghai, Moji & Kobe	SARDINIA	Brit. str.	C. C. Talbot		About 10th inst.
	BE	CHINGTY	Brit. str.	****** ******** *****		
	ANGHAI	SHANSI	'.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 ~ · · · · · · · · · · · · · ·
SH.	ANGHAI	LYERMOON		Th. Lehmann		
SH.	ANGHAI	BENGAL	Brit. str.	G. Philipps		
SH.	ANGHAI, NAGASAKI, HIOGO& YOKOHAMA	SEYDLITZ	Ger. str.	C. Dewers	Melchers & Co	Quick despatch,

TRIUMPH..... Jan. str. A. Hansen

M. STRUVE Jap. str. | T. Brandt

HAITAN Brit, str. Roach

TRITOS....

TEAN

Robi

TREMONT

ZAFIRO

BORNEO

SUNGKIANG.... Brit. str.

VESSELS ADVERTISED AS LOADING.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA-PORE AND PENANG. Having connection with Company's Mail Stea-

mers to Aden, Suez, Port Said, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER-RANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and

MALAGA.) THE Steamship

"CAPRI," Captain Belsito, will be despatched as above on FRIDAY, the 10th instant, at Noon. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight

and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 1st June, 1904. "SOUTH AFRICAN" LINE OF STEAMERS.

FOR DURBAN. ITHE Steamship

"COURTFIELD," Captain Martin, will be despatched as above on or about the 18th June. Cargo to be loaded 10th to 15th June.

For Freight, apply to
GIBB, LIVINGSTON & CO., Agents. Hongkong, 31st May, 1904.

HONGKONG-CANTON LINE. THE British steamship

"YING KING." Capt. Wm. Robinson, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled. Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING,

at 9 P.M. and returning from Canton every following evening at 5 P.M. 1st Class ... \$3.00 for Single journey 2nd , ... 1.50 1,00 each.

The steamer's wharf is at the Western end of Wing Lok Street. YUR ON S.S. CO., LD.

No. 216, WingLok Street. Hongkong, 27th February, 1904. MESSAGERIES CANTON NAISES.

J. TREVOUX & CO. HONGKONG-CANTON NIGHTLY SERVICE. THE Commodious Steamer

"PAUL BEAU," Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton i.t 5 P.M., taking passengers and cargo as usual: The S.S. "CHARLES HARDOUIN." Captain Merlin, leaves Hongkong on MON-DAYS, WEDNESDAYS and FRIDAYS, at

the usual hour. These two magnificent and up-to-date steamers are lighted with Electricity. The Salcon is under European Supervision. First Class European \$8.00 Second Class European ... \$3.00 First Class Chinese \$1,50 Second Class Chinese

Deck The Company's Wharf is at the end of Queen Street, Praya West. For further particulars, apply to J. LANDOLT, Agent, The Pharmacy, Queen's Road Central. Hongkong, 23rd March, 1904.

FOR CANTON.

FITHE new and fast Twin-Screw Steamer "SAN CHEUNG," 951 Tons, Captain A. Murphy, will leave for Canton at 8.30 F.M., on SUNDAYS, TUES-DAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office. First-class Fare, 33 each way. Second-

class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate. CHEUNG ON STEAMBOAT CO., LD., No. 147, Connaught Road Central. Hongkong, 15th March, 1904)

HAMBURG-AMERIKA LINI

KWEIYANG Brit. str. BUTTERFIELD & SWIRE ..

FRITHJOF Jap. str. H. A. Haraldson OSAKA SHOSEN KAISHA ..

G. AFCAR Brit. str. J. G. Olifont .. DAVID SASSOON & Co., LD.

Jap. str. H. Kraft

Brit. str.

Brit. str. R. W. Almond.,

Brit. str. T. W. Garlick...

Brit. str. A. Fraser

Ger. str. Spiessen

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhages, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIEBTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

> PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES STEAMERS. SECOVIA....... HAVRE, BREMEN and HAMBURG On 14th June. Freight. Capt. Förek ... (Calling at Singapore, Penang and Colombo) NURNBERG ... , HAVRE and HAMBURG On 6th July. Freight. Capt. Jaburg ... (Calling at Singapore and Penang) For Further Particulars, apply to

HAMBURG-AMERIKA LINIE. HONGKONG OFFICE, Queen's Buildings, No. 1

OBAKA SHOSEN KAISHA ... To-morrow, 10 A.M.

19th inst. 10 A.M.

15th inst., 10 A.M.

To-day, at 11 A.M.

To-morro w. 4 P.M.

11th inst., 10 A.M.

About 13th inst.

18th inst., 10 A.M.

9th inst., at 4 P.M.

9th inst., at 3 P.M.

10th inst., Noon.

Quick despatch.

OSAKA SHOSEN KAISHA ...

OSAKA SHOSEN KAISHA ..

BUTTERFIELD & SWIER

Douglas Lapraik & Co.

SHEWAN, TOMES & Co. ...

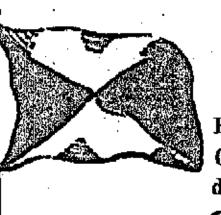
DODWELL & Co., LD.

Shewan, Tomes & Co. ...

BUTTERFIELD & SWIRE ...

MELCHERS & Co. ...

CARLOWITZ & CO.



STEAMSHIP

PERLA.....

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED. SAILING DATE. Tons. CAPTAIN. RUBI R. W. Almond Sat., 11th June, 10 A.M. Manila direct. ZAFIRO A. Fraser Sat. 18th June, 10 A.M. Manila direct.

For Freight or Passage apply to

1980

SHEWAN, TOMES & CO., GENERAL MANAGERS.

LEAVING

June. at 10 A.M.

June, at 10 A.M.

June. at 10 A.M.

SUNDAY, 12th

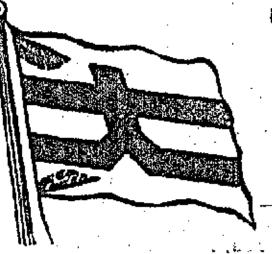
WEDNESDAY, SIL

WEDNESDAY, 15th

Hongkong, 10th May, 1904.

A. H. Notley ...

OSAKA SHOSEN KAISHA



REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

STEAMERS FOOCHOW, VIA SWATOW "TRIUMPH" A. HANSEN AND AMOY TAMSUL VIA SWATOW "M, STRUVE" AND AMOY T. BRANDT "TRITOS" ANPING, VIA SWATOW H. KRAFT AMOY AMOY TAMSUL VIA SWATOW "FRITHJOF"

SUNDAY, 19th H. A. HARALDSEN June at 10 A.M. AND AMOY On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers. For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vœux Road Central. T. ARIMA. Manager Hongkong, 7th June, 1904.

PENINSULAR AND STEAM NAVIGATION COMPANY.

FOR	BTEADLERS	TO SAIL	REMARKS,		
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORTSAID and MARSEILLES	PERA	About 8th June	Freight only.		
YOKOHAMA, VIA SHANG- HAI, MOJI and KOBE (Passing through the Inland Sea)	SARDINIA	About 10th June	Freight and Passage.		
SHANGHAI	BENGAL		Freight and Passage.		
LONDON, &c	COROMANDEL } G.M.Montford, R.N.R.	Noon, 18th June	See Special Advertisement		

E. A. BEWETT, Superintendent. Hongkong, 30th May, 1904.

NORTHERN PACIFIC

BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA

MOJI, KOBE AND YOKOHAMA.

•	Steamer,	Tons.	Captain.	Sailin	g Date.	············
	TREMONT LYRA SHAWMUT TREMONT	4,417 9,606	T. W. Garlick G. V. Williams W. M. Smith T. W. Garlick	Thursday,	June August September October	28th 4th 1st 1st

I Cargo only:

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila. S.S. TREMONT 9,606 tons. T. W. Garlick About 13th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRICALIGHT, DOCTOR AND STEWARDESS. The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information apply to—

DODWELL & CO., LIMITED,

QUEEN'S BUILDINGS. Hongkong, 26th May, 1904.

carried in cold storage.

GENERAL AGENTS.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, EOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. " Empress" Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). R.M.S. "EMPRESS OF INDIA"..... 6,000 Tons....... WEDNESDAY, 22nd June. R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons., WEDNESDAY, 13th July.

Hongkong to London, 1st Class via St. Lawrence Lou via New York £62. Intermediate on Steamers,) and 1st Class Rail

FINHE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navas Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese an. Japanese Gevernments

For further information, Mays, Guides, Handbooks, Bates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent.

9, Peddor Street.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN. SUEZ. PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON. NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUBSIA PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION SAILING DATES. STEAMERS.

SACHSEN... 9th June ... THURSDAY ... WEDNESDAY 22nd June SEYDLITZ ... WEDNESDAY *** *** *** 6th July ... WEDNESDAY 20th July PRINZ REGENT LUITPOLD ... WEDNESDAY 3rd August ... WEDNESDAY PREUSSEN 17th August PRINZ HEINRICH ... 31st August ... WEDNESDAY GNEISENAU WEDNESDAY 14th September BAYERN WEDNESDAY 28th September SACHSEN WEDNESDAY 12th October ... WEDNESDAY 26th October PRINZESS ALICE ... WEDNESDAY 9th November PRINZ REGENT LUITPOLD ... WEDNESDAY 23rd November PREUSSEN WEDNESDAY 7th December PRINZ ELPEL FRIEDRICH ... WEDNESDAY 21st December ... WEDNESDAY

PRINZ HEINRICH

N THURISDAY, the 9th day of JUNE, 1904, at Daylight, the Steamship "SACHSEN," Coptain R. Pesch, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at Naples and Genoa. Shipping Orders will be granted till Noon on Tuesday, the 7th June. Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 8th June, and Parcels will be received at the Agency's Office until Noon on Wednesday, the 8th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses

4th January 1905

Linen can be washed on board. NORDDEUTSCHER LLOTD. For further Particulars, apply to

MELCHERS & CO., AGENTS. Hougkong, 6th June, 1204

PORTLAND & ASIATIC STEAMSHIP CO. Proposed Sailings from Hongkong S'hai via Inland PORTLAND, OREGON Sea of Japan, Moji, Kobe and Yokohama for PORTLAND, OREGON

OPERATING IN OREGON RAILROAD & NAVIGATION CO. STEAMSHIP Tons. CAPTAIN TO SAIL ON "ARAGONIA" Schuldt June 14th, 1904. "NICOMEDIA" 4,370 Wagner July 14th, 1904. "ARABIA" Bahle Angust 14th, 1904. 'NUMANTIA''..... September 14th, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT,

Hongkong, 30th May, 1904.

J. D. EDWARDS.

Manager.

AMOY ENGINEERING CO., LD., AMOY

CALL FLAG E.

A. LING & CO.,

FURNITURE STORE.

PLATED, GLASS AND CROCKERY

WARE, &c., &c.; and FORCHOW-LACQUERED WARE.

NOTICE TO ROWLDON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUITONJEE'S

KOWLOON STORE, No. 33, Elgin Road

CHINA AND JAPAN

68, QUEEN'S ROAD CENTRAL. Hongkong, 21stSeptember, 1993.

Moder charges. Work solicited.

Amoy, 3rd Dicomber, 1913.

Price 15 cents per copy cash.

Hongkong, 22ad December, 1913.

OCEAN STEAM SHIP CO., LD. CHINA MUTUAL STEAM NAVIGATION CO., LD.

SERVICES. JOINT

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN. NORTH AND SOUTH AMERICAN. WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS. OUTWARDS.

·		CALL STATES OF		
	PIROM	STEAMERS	DUE	
GLASGOW	and LIVERPOOL	"STENTOR"	On 8th Ju	DO.
GLASCOW	and LIVERPOOL	"KINTUCK"	On 17th Ju	це
GLASCOW	and LIVERPOOL	"KEEMUN"	On 25th Ju	110
GLASGOW	and LIVERPOOL	"MOYUNE"	On 1st Ju	Ιy,
GLASGOW	and LIVERPOOL	"DARDANUS"	On 14th Ju	۱y.
	•	-		

LONDON and ANTWERP

. GENOA, MARSEILLES and ?

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LONDON and ANTWERP "MOY! * Taking Cargo for !	UNE" O. Liverpool at London Rates,	n 2:	ıd Au
TRANS-PAC	IFIC SERVICE.	•	
STOTORIA SEATTLE TACOMA and)	STEAMERS	TO	AIL.

"STENTOR" On 10th June. all PACIFIC COAST PORTS, VIA "OANFA" On 17th July. NAGASAKI, KOBE & YOKOHAMA) For Freight, apply to-

"KINTUCK" On 19th July.

"KEEMUN"..... On 25th July...

BUTTERFIELD & SWIRE, AGENTS. Hongkong, 30th May, 1904.

NAVIGATION CHINA LIMITED.

FOR	STEAMERS	TO BAIL.
SHANGHAI		7th June, 4 P.M.
THURSDAY ISLAND, COOK-		
TOWN, CAIRNS, TOWNSVILLE, (BRISBANE, SYDNEY and MEL. (t * "CHANGSHA" On	7th June.
, , , , , , , , , , , , , , , , , , , ,		
BOURNE		,
NINGPO and SHANGHAI	"KWEIYANG" On	8th June, 4 P.M.
MANILA	"TEAN" On	8th June, 4 P.M.
CEBU and ILOILO	* "SUNGKIANG" On	9th June, 4 P.M.
KOBE	AL AL LATERING PARTY 14 (7)	16th June.
* The attention of Passengers is dire	cted to the superior accommodation	n offered by these
steamers, which are fitted throughout with	Electric Light, Unrivalled Table.	A duly qualified
Surgeon is carried.		
+ Taking Cargo on through bills of las	ding to all Yangtsze and Northern (China Ports.

Taking Cargo on through oills of lading to all Yangtsze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to-BUTTERFIELD & SWIRE,

Hougkong, 7th June, 1904. FOR SINGAPORE, PENANG AND CALCUTTA.

HE Steamship "GREGORY APCAR," Captain J. G. Olifent, will be despatched for the above ports on THURSDAY, the 9th inst., at 3 r.m. instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents. Hongkong, 7th June, 1904. REGULAR

STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE

Ports). PROPOSED SAILINGS FROM HONGKONG. About "SATSUMA" 9th June. "RICHMOND CASTLE" ... 24th June.

"ST. FILLANS" ... 30th June. "LOWTHER CASTLE" ... 31st July. For Freight and further information, apply to DODWELL & CO., LD., Agents. Hongkong, 7th June, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT. MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX;

PORTS OF BRAZIL AND RIVER PLATE.

TUESDAY, the 14th June, 1904, N TUESDAY, the 14th June, 1904, at 1 P.M., the Company's Steamship "AUSTRALIEN," Captain Verron, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon

only on Monday, the 13th June. Specie and FITHE Steamship Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further particulars, apply at the Com-

pany's Office. G. DE CHAMPEAUX, Agent.

Hongkong, 2nd June. 1904. NATAL LINE OF STEAMERS.

IN THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Indo-CHINA STTAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from

apply to DODWELL & CO., LIMITED. General Agents for China and Japan. Hongkong, 4th August, 1897.

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

"BEN" LINE OF STEAMERS. FOR MARSEILLES, LINION AND

AG'ENTS.

HE Steamship "BENMOHR" Captain Webster, will be despatched as above on or about the 11th June. For Freight or Passage, apply to

ANTWERP.

GIBB. LIVINGSTON & CO., Agents. Hongkong, 17th May, 1904.

THE PENINSULAR AND ORIENTA! STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TEALIA, INDIA, ADEN, EGÝPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PEBSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

I THE Steamship "COROMANDEL." Captain G. M. Montford, R.N.R. carrying Hi Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th JUNE, at Noon, taking passengers and cargo for the above ports,

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay. Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT. Superintendent. Hongkong, 6th June, 1904.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL. (With liberty to call at Philippine Ports)

"SENECA," will be despatched as above on or about the 15th

S.S. "SCHUYLKILL" on or about the 1st For Freight or further information, apply to

STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department. Hongkong, 21st May, 1904.

FOR EUROPE and AMERICA. India, Australia, &c.,

and for PRIVATE RESIDENTS AT THE OUTPORTS. A COMPERHENSIVE AND COMPLETE RECORD

OF THE NEWS OF THE FAREAST is given in the HONGKONG WEEKLY PRESS.

with which is incorporated "THE CHINA OVERLAND TRADE REPORT." ! Subscription, if paid in advance, \$12 per annum Postage to any part of the World \$2.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, HAMBURG, LONDON AND STRAITS. THE Steamship

"FLINTSHIRE." Captain J. M. Haffner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company. Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst., will be subject

to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 2.15 P.M.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Hongkong, 1st June, 1904.

No Fire Insurance has been effected.

OCEAN STEAMSHIP COMPANY, LIMITED.

AND CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

A YONSIGNEES per Company's Steamer

"DIOMED," are hereby notified that the Cargo is being | Dalny discharged into Craft, and/or landed at the Port Arthur Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. The Cargo

will be ready for delivery from Craft or Godown on and after the 4th instant. Optional cargo will be landed, unless notice | Foochow has been given prior to steamer's arrival All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be Tokyo

examined at 11 A.M., on the 9th inst. No Claims will be admitted after the Goods have left the steamer's Godown, and 'all Goods remaining und-livered after the 9th inst., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 12th inst., or they will not be recognised. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Hongkong, 2nd June, 1904.

NOTICE TO CONSIGNEES.

FITHE P. & O. S. N. Co.'s Steamer

"BALLAARAT" FROM BOMBAY, COLOMBO AND

STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo :-From London, &c., ex s.s. Macedonia and Palma. From Calcutta, ex s.s. Sunda. From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., To-DAY, the 2nd inst. Goods not cleared by the 9th inst., at 4 P.M.

will be subject to reat. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT. Superintendent. Hongkong, 2nd June, 1904.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE FEYHE Steamship

"CAPRI." having arrived from the above ports, Consignoes of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkoug and Kowloon Wharf and Godown Co., Ld., whence delivery may be obtained. Perishable Goods to be

taken delivery of immediately. All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant, will be subject to rent. CARLOWITZ & CO., Agents.

Hougkong, 3rd June, 1904.



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THE

IRECTORY AND HRONICLE CHINA JAPAN, COREA, INDO-CHINA SIAM, STRAITS SETTLEMENTS. MALAY STATES, NETHER. LANDS INDIA, PHILIP.

PINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY

· 1 u 0 4. THE FORTY-SECOND ANNUAL ISSUE,

AND HONG LIST FOR THE FAR EAST

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony. Port, or Settlement is prefaced by a DESCRIP-TION, carefully revised each year, most of which will serve as accurate Guides for the Tourist, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

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Keelung Osaka. Moji Yokohama Tainanfu Nagasaki Takow Hakedate Anping Tamsui EASTERN SIBERIA

Vladivostock Nicolnjewsk COREA Wonsan Mokpeo Chemulpo Chinnampo Fusan Kun San Pingyang Songchin Masampo.

HONGRONG AND ITS DEPENDENCIES MACAO FRENCH INDO-CHINA Tourane Hanci Annam Haiphong Saigon Hue Tonkin Provinces Quinhon Cambodge PHILIPPINES Cebu Manila Iloilo BORNEO

British N. Borneo Sarawak Labuan BANGKOK STRAITS SETTLEMENTS Singapore, Penang, Malacca, Prov. Wellesley MALAY STATES Sungei Ujong Selangor Perak NETHERLANDS INDIA

Batavia Samarang Buitenzorg Sourabaia Macassar East Coast of Sumatra NAVAL SQUADRONS Russian British German United States Japanese. OFFICERS OF COAST AND RIVER STEAMER

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PLAN OF FOREIGN CONCESSION, SHANGHAI PLAN OF HONGKEW (SHANGHAI) with Inset Showing the Extended Settlement LARGE PLAN OF THE CITY OF VICTORIA PLAN OF PEAK DISTRICT, VICTORIA PLAN OF KOWLOON NEW PLAN OF MANILA PLAN OF SINGAPORE

PLAN OF PENANG

PLAN OF BATAVIA The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money Weights, and Measures, and other Commercial Information

including :--TREATIES WITH CHINA Great Britain :- Nanking, 1812 Tieutsin, 1858; Tariff Agreement and Rules, 1858 Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burmah Convention 1897; Kowlcon Extension, 1893; Weihaiwei 1898; Convention, Commercial, Shanghai, 1902.

France:—Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887, and 1895: Frontier Trade Regulations. United States:-Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894 Commercial, 1903. Germany:-Tientsin, 1861; Peking, 1880;

Kiaochau Convention, 1898; Railway and Mining Concession, 1898. Japan:-Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1896; New Ports, 1896. Supplementary Commercial 1903.

Russia: St. Petersburg, 1881; Russian Land Trade, 1881; Port Arthur and Talienwan Agreement, 1888. Portugal, 1888. FINAL PROTOCOL made between China and

Eleven Powers, 1901. TREATIES WITH JAPAN Great Britain, 1894; Duties Convention 1895; Russia, Agreements as to Corea: United States Extradition Treaty, 1886; Great Britain (Alliance) 1902

TREATIES WITH COREA Japan, 1876; Japan Supplementary 1973, United States, 1832; Great Britain, 189; Trade Regulations

TREATIES WITH SIAM EPAIR WORK to Steamers and Launches. Castings in Brass and Iron Great Britain, 1856; France, 1893; Japan, 1893; Russia, 1899 Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention

Great Britain and Siam, 1899. CUSTOMS TARIFFS TRADE REGULATIONS China, Japan, Siam, Corea.

LEGAL DOCUMENTS Orders in Council for Government of H.B.M.'s Subjects in China and Cdrea, 1865, 1877, 1878; 1881, 1884, 1834, 1886, 1883, Rules of H.M.B.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hong. kong, Malay States Federation Agreement: Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Courts Fees; Rules of Court of Consuls of Shaughai Regulations for Foreign Companies in Japan Chinese Passenger Act; Hongkong Licences, Trade Marks, and Letters Patent Fees; Port Regulations for China; New Harbour Rogulations for Japan, &c.

The CHRONICLE and DIRECTORY, although printed in smaller type than formerly, and condensed in every possible manner, contains every year more pages.

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8. MINAMI, Manager, Hongkong.

POST OFFICE NOTICES. Until further notice the transi ission of concepondence via Dalny and the Trans-Siberian

Railway is discontinued. The American mail ex Mongolio will be transferred at Kobe to the German mail steamer Sachsen, which is due bere to-day. The Scydlitz with the German Mail left Singapore on Friday, the 3rd inst., at 10 a.m., and may be expected here to-day.

be expected here to-day.	TT AT AGE	<u>,</u>		· · · ·	
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The P. & A. steamer Indrasamha arrived at

Yokohama on the 25th ult., and may be expected

The H.A.L. steamer Alesia, from Hamburg,

The J.C.J. Lijn steamer Tjipanas left Macas-

The P. & O. steamer Sardinia left Singapore

The Ben Line steamer Benarty, from Antwerp

and London, left Singapore on the 4th inst., and

The Boston Steamship Co.'s steamer Tremont

The O.SS. & C.M. steamer Ningchow left

Victoria (B.C.) on the 15th ult. for Japan and

The steamer Sikh sailed from New York on

The C.N. steamer Chingtu, from Australian

The O.S.S. & C.M. steamer Hyson is expected

The Boston Towboat Co.'s steamer Lyra left

The P. & A. steamer Nicomedia left Portland

Victoria (B.C.) for usual ports on the 31st ult.

on the 29th ult. via Japan ports, and may be

STEAMERS PASSED THE CANAL.

Ling. 10th-Lowther Castle, Benarty, Alesia.

13th-Anamba, Salazie, Nestor, Sardinia. 17th

Denbighshire, Mazogon, Main, Cassius, Ken-

nebec, Ventmoor. 20th-Gisela. 24th-Yarra,

Glenlochy, C. Ferd. Lacisz, Bucentaur. 27th-

Socotra, Palawan, Keemun, Vega. 31st-Anapa,

Siam, Briogavia, Germunicus, Badenia, Suevia,

Roon, Indrawadi, Tydeus. June Srd-Moyune,

ARRIVALS AT HOME.

May 6th-Preussen, 10th-Konigsberg, 11th

Java. 13th-Bamberg, Rhipeus. 20th-Ham-

burg. 24th-Sambia, Silesia (Aus.). 27th-

Abessinia, Prinz Heinrich, Annam.

and Mr. H. Moire.

Neilsen.

Malacca; Machaon. 31st-Idomencus. June 3rd

PASSENGERS.

ARRIVED.

Per Glenfarg, from London, Mr. Davis.

Per Laisang, from Singapore, Mrs. W. Lord,

Per Tjilatjap, from Amoy, Mr. and Mrs.

Per Changsha, from Yokohama, &c., Capt.

W. R. Clark, Messrs. Noble, Turpin, Edwards,

Watson, C. Nicole, S. Robinson, J. Anderson,

Per Rubi, from Manila, Mr. and Mrs. B.

Gloria, Mr. Ricardo Gloria, Mr. and Mrs. Emilio

Jack Goldenberg, Mr. and Mrs. Yegkodi, Mrs.

- DEPARTED.

Mr. and Mrs. Gonsalves and children, Miss M.

Gonsalves, Mr. J. Gonsalves, Mrs. Matheson

and child, Miss Lilian Lewis, Rev. J. Davies,

Capt. Middleton, Lieut. J. A. Regale, Messrs.

Kitamura, Seishimura, and Madame Iwasaki.

Per Eastern, for Australia, &p., Mrs. Ashton,

A. Anderson, A. McDonald, O. Manning, S.

Tonkin, Silvia. 5th-Benlavig. Telemachus.

May 3rd-St. Kilda, Albenga, Ambria, Pak

to leave Victoria (B.C.) on the 10th inst. for

ports, left Sydney on the 20th ult., and is

left Singapore for this port on the 1st inst., p.m.,

sar for this port on the 2nd inst., and may be

and may be expected here on the 7th inst.

for this port on the 5th inst., at noon.

prrived at Yokohama on the 28th ult.

expected here on the 11th inst.

expected here on the 30th inst.

Hongkong via Japan.

expected here on the 10th inst.

is due here on the 10th inst.

Hongkong.

the 4th ult.

here on the 6th inst.

TO-MORROW. Fanny Stanley's Comic Cpera and Dramatic Co., Theatre Royal.

COMMERCIAL. CLOSING QUOTATIONS.

included in this contract mail.))

	6th Jume
On London.— Telegraphic Transfer Bank Bills, on demand Bank Bills, at 20 days' sight, Bank Bills, at 4 menths' sight Credits, at 4 menths' sight Documentary Bills, 4 menths' sight	1/911 1/915 1/915
On Paris.— Bank Bills, on demand Credits, at 4 months' sight	226 2291

ON GERMANT. On demand184 ON NEW YORK .-Bank Bills, on demand433 Credits, 60 days' sight44% ON BOMBAY.-

ON CALCUTTA ---ON SHANGHAL-Bank, at sight712 On Yokohama.—On demand881 ON MANILA.—On demand Nominal. ON SINGAPORE.—On demand Nominal, ON BATAVIA.—On demand107# ON HAIPHONG.—On demand 24 p.c. pm. On Baigon.—On demand 2 p.c. pm. On BANGKOK.—Cn demand,..........63 SOVEREIGNS, Bank's Buying Rate ...\$11

GOLD LEAY, 100 fine, per tael \$57.70

OPIUM. 4th June. Quotations are: Allow'ce net. to I catty. Malwa New\$1040 to \$1080 per pioul Malwa Old\$1100 to \$1140 Malwa Older\$1200 to \$1240 Malwa V. Old.....\$1260 to \$1280 Persian fine quality \$880 Persian extra fine \$900 to -Patna New\$1235 to - per chest. Patna Old...........\$1245 to -Benares New\$1180 to --B mares Old\$1210 to --

VESSELS EXPECTED.

THE GERMAN MAIL.

The Imperial German mail steamer Seydlitz L. McKennon, D. McKennon, A. Dansey, H. left Singapore on the 3rd inst., at 10 a.m., and | Kurtzmann, J. Blackell, L. McQueene, E. Barmay be expected here on the 7th inst., at 5 p.m. rell, B. Underkill, G. Way, C. McDonald, T. The Imperial German mail steamer Sachsen McCarty, F. Hurst, J. Harvey, J. Mackay, T. left Shanghai via Foochow on the 4th inst., at Robinson, G. Barlow, J. Williams, and W. 3 s.m., and may be expected here on the 8th inst., Smith. at 4 a.m.

THE AMERICAN MAIL! The P.M. steamer Mongolia left Nagasaki Brammer, Mrs. K. M. Cooney, Mr. and Mrs. for Manila on the 3rd inst., s.m., and is due here Colombo, Mrs. L. Goldenberg, Messrs. M. and MOUNTINGS OF NAVAL GUNS on the 8th inst.

The T.K.K. steamer America Maru, from A. Dominge, Mr. R. Dominge, Messrs. Antonio San Francisco to the 12th ult., via Honolulu, Osorio, Felix Reinbold, Phill. De Ring, Wm. F. leaves Yokohama for this port on the 1st inst., Van Hoesen, J. A. Christensen, and L. Bates. a.m., via Inland Sea, &c. THE CANADIAN MAIL.

The C.P.R. steamer Empress of India left Vancouver on Tuesday, the 24th ult., p.m., for Hougkong wa the usual ports of call. MERCHANT STEAMERS.

The E. & A. steamer Australian arrived I. Berry, R. Croll, H. Douglas, E. Ferrier, F. at Manila on the 3rd inst., and may be expected Folkes, G. T. Hall, Murchison, A. Nunes, here on the 6th inst.

JOINT STOCK SHARES. Hongkong, 3rd June,

PAID UP. QUOTATIONS. COMPANY $$667\frac{1}{2}$, seders$ Hongkong & S'hai... \$125 } 1 L'don, 266. Natl Bank of Chine £8 \$38, sales & buy. A. Shares £8, 336, sales & buy B. Shares #1 \$10, buyers. Foun, Shares.. 22 35, sellers ell's Asbestos E. A.. \$10 \$10, nominal anton-Hongkong Ice \$10 \$37, se'lers amphell, Meore & Co. hina-Borneo Co., Ld. \$12 ;10, sollers hina Light and (\$10 ,551, buyers Power Co., Ld. ... hina Prov. L. & M. \$10 \\$9\frac{1}{2}, set er; .100 |stat, buyer. hina Sugar ligar Companies-Athambra, Ld., \$500 \$200. Halippine Co., $|11|,|9_{f 0}^3|$ rellers

Ld. otton Milis-Ewo Pis. 50 Th. 30, sellers International Tis. 75 Th., 25, Laon Kung Mow ... Tls. 100 Tls. 321. \$10 \$141, sollers Hongkong Dairy Farm 50 [\$14], buyers Fenwick & Co., Geo... \$25. \$48, sellers \$10 |\$287, buyers Green Island Coment. £10 8160. Gongkong & C. Gus.. \$10 \$133, buyers Hongkong Electric \$5 ,71, buyers H. H. L. Transways ... \$100 is 280.

rik. Steam Water-10 3161, buyers boat Co. Ld. 5 Hongkong Hotel \$50 \ §137. Hongkong Ice \$25 \$220, buyers H. & K. Wharf & G.... \$50 \$110, sellers \$50 \$140, sellers dongkong Kope..... ы. & W. Dock \$50 .\$215. hsurance -----\$50 | 217], sellers Canton.... \$6J 4854, buyers China Fire China Traders' Hongkong Fire North China

\$25 (160, buyers \$50 \1310, buyers. £5 Ts. 624, sales Union \$100 12545, seilera .00 16130. 1 angts20 Land and Building-\$10J \$1572, sellers Hongkong Land Inv. \$10 \$125, Biles Humphreys E. { \$21 \$41, buyers

Kowloon Land & B. \$30 | \$364, huyers West Point Building \$50 | 158, buyers Shanghai Land \$50 Tls. 109. Luzon Sugar \$100 '19, sellers mining-Charbonnages Fcs. 250 1490. Punjom \$11 |40 cts., sellers \$1 25 cts., buyers Do. Preference ... 18/10 .7, rellers Raubs New Amey Dock \$10 | 310}, sellera Powell, Ld.

Steamship Coys .-China and Manila ... \$50 \\ 26, \tellers Douglas Steamship \$50 | \$36, cellers \$1., 1.30, buyers H. Canton and M ... Indo-China S. N. ... £10. \$119, seliers SheliTransportand £1 25s., sales Trading Co..... Do. Preference ... \$10 |\$32, ex div, buy. \$5 \$23, ex div., huy. Star Ferry

S.C.F., Boyd & Co., Ld. Tls. 100 The. 156, buyers S. & H. Dyeing & C.) Co.,-Ld. \$5 \$1, sellers Tebrau Planting Co... \$4 \$10), buyers United Asbestos \$10 \$210, buyers Do. \$10 | 174, buyers Watkins, Ld \$10 \$13%, ex div., sel Watson & Co., A.S. ...

VERNON & SMYTH, Brokers HONGKONG TUDE TABLE.

From 7th to the 18th June. LOW WATER: HIGH WATER.

Day of Week.	Day of Month.		gkong Time.	He	ight.	Hongkong Mean Time.		Height.	
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TON GKONG HIGH LEVEL TRAM WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS. 1.30 a.m. to 8.00 a.m. ... Every 10 minutes. 3.00 a.m. to 8.30 a.m. ... Every 15 minutes. 8.30 a.m. to 9.30 a.m. ... Every 10 minutes 9.30 a.m. to 11.00 a.m. ... Every 15 minutes. 11.30 a.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. 1. 5 p.m. to 1.45 p.m. ... Every 15 minutes, 1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2.15 p.m. to 8.00 p.m. ... Every 15 minutes. 3 20 p.m. to 5 30 p.m. ... Every 15 minutes. 5.0 p.m. to 7. 10 p.m. ... Every 10 minutes. 7.00 p.m. to 8.00 p.m. ... Every 15 minutes. NIGHT CARS.

1.45 p.m. & 2.00 p.m., 9.45 to 11.15 p.m., every 1 hour.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes. 9.00 B.M. to 9.30 a.m. ... Every 30 minutes. 9.30 g.m. to 10.30 s.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutes. 2.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 3.60 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS as on Week Days. SATURDAYS,

Fxtr 1 cars at 11.30 p.m. and 11.45 p.m. SPECIAL CARS by arrangement at the Comnany's Office, Alexandra Buildings, Des Vœux Road Central JOHN D. HUMPHREYS & SON,

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Width of Entrance on Bottom... 53 ,, Water on Blocks at Spring Tide 22 ... PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross. FITHE WORKS are well equipped with the 1 LATEST IMPROVEMENTS and can

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CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about Mr. Whitton and child 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

> JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAP CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.

S.S. "NANNING," 569 tons, Captain C. Butchart. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

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